

30-1942

Journal and Guide  
Norfolk, Virginia

Will Fight  
DEC 12 1942

DEC 12 1942  
Segregation  
On Bus Lines

LOUISVILLE, Ky.—(ANP)  
Mrs. Rosa Beasley, prominent  
Louisville political and civic worker,  
filed a suit in the Louisville  
Circuit Court recently for \$1,800  
in what purports to be a test case  
against the Chaudein Bus company  
and its policy of segregation  
and re-seating Negro passengers  
on its buses in Kentucky.

The suit was filed by  
Charles W. Anderson Jr., attorney  
and state representative, who for the past three  
years has waged a fight in the  
legislature and courts against  
the segregation of Negroes on  
buses.

Kentucky does not have a law  
separating the races on buses or  
street cars but drivers of buses in-  
variably put Negro passengers in  
the rear or re-seat them during a  
trip if additional white passengers  
get on at various points. In  
the 1940 session of the Kentucky  
General Assembly, Mr. Anderson  
defeated a bill sponsored by a  
white law maker to separate the  
races on buses by a glass panel  
partition.

FILED PETITION DEC 2 1942

Mrs. Beasley, around whom the  
case centers, stated in her petition  
that on September 29 she pur-  
chased a round-trip ticket from  
Louisville to LaGrange, Ky. On  
returning from LaGrange when  
the bus arrived at Lyndon, about  
29 miles from Louisville, the op-  
erator stopped on the highway af-  
ter some white passengers boarded  
the bus and "in a boisterous, rude,  
insulting, high-handed and op-  
pressive manner, ordered and de-  
manded that Mrs. Beasley move  
from the seat which she was oc-  
cupying next to the last row of  
seats on the bus, to the last-row  
of seats."

When she refused to move,  
the driver called the Jefferson  
County police to arrest her.  
When the officers arrived and  
made an investigation of the  
complaint of the driver, they  
refused to arrest Mrs. Beasley.  
Then the driver, says the  
petition, informed Mrs. Beasley  
that he would not let her re-  
enter the bus from where she  
had talked to the police offi-  
cers on the highway.

BECAME ILL DEC 12 1942

She said it was during one of  
the colds days in September, and  
that for some weeks prior to the  
incident she had been ill and un-  
der the care of a physician, and  
that from standing and walking  
along the highway, she contracted  
pneumonia and was ill for ap-  
proximately three weeks.

Chicago Defender

Chicago, Illinois

## DISCRIMINATION ON THE RAILROADS

America moves ahead. It is no sure  
and even pace that leads to a certain  
victory. The tempo is uneven. There  
are zig-zags, halts and new starts. But  
we are advancing toward the goals we  
have set. A year of war has brought  
profoundly progressive changes to our  
country. No group committed to vic-  
tory over Hitler and Hitlerism can fail  
to acknowledge that fact. Certainly

Negro America has been vitally affected  
by these political, economic and cul-  
tural advances.

DEC 19 1942

From every section of our country  
terrific blows are being dealt to jim-  
crowism and discrimination. That in-  
stitution of disunity is not yet utterly  
routed. It must be relentlessly fought.  
But its destruction is assured. There  
is a definite reason for this assurance:  
the demands of victory, demands of an  
all-out war, dictate the policy of govern-  
ment against racial-national hatred,  
against discrimination based on race  
or creed or color that is as destructive  
of the forces of production as an  
enemy's tank is of our armed forces.  
The American people are learning the  
terrific significance of Hitler's splitting  
tactics.

DEC 19 1942

Blows against discrimination must be ill-advised union officials. Negro work-  
delivered fiercest where its presence is  
most menacing to an all-out war to testify as to discrimination. They  
economy. The railroads constitute one must be protected against fear of being  
of those decisive points. Jim-crow and fired. It is a win-the-war issue and can-  
discrimination on the railroads threaten not be evaded.

DEC 19 1942

to bring us a manpower crisis in trans-  
portation when labor forces are avail-  
able in sufficient quantity but are re-  
jected because of color. This shortage  
would be a crime against the nation at all that are a danger to all. The rank and  
basic phases of our economic life.

Such a shortage could arise only if  
of a gross violation of Order 8802 issued

by the President to end discrimination  
in production and thus make available  
new categories of labor. Defiance of an  
order of the Commander-in-Chief which  
weakens the war effort is nothing less  
than a criminal act.

The fight against the undemocratic  
policies of the railroad operators is a  
crucial fight. Production of tanks and  
planes, of arms, mobilization of troops  
mean nothing if they do not reach the  
point at which they strike the enemy.  
They cannot if this transportation ar-  
tery is allowed to break down. There  
are great reservoirs of Negro and wom-  
en workers whose employment would  
end all danger of labor shortage. The  
railroads are, however, adamant. They  
refuse to hire these categories of work-  
ers in quantities needed. They refuse  
to advance those they have employed to  
fill the gaps in their labor ranks and  
bring about more efficient production  
results.

DEC 19 1942

This issue of discrimination on the  
railroads is now before the President's  
Fair Employment Practices committee.

But it is in grave danger of sabotage.  
The railroad corporations want no such  
hearing. They persist in discrimination-  
as-usual. Among the leaders of the  
organized rail men there are some who  
are against this hearing. The leader-  
ship of a large number of Brotherhood  
unions supports the jim-crow practices  
of the corporations and connives with  
the operators to perpetuate them.

Hearings originally scheduled for

early December have already been  
pushed back to January. The reason  
given—that the FEPC is in confusion

by reason of organizational changes—is

by no means entirely satisfactory.

There's a business-as-usual back-stage  
negotiations attitude about the whole

verse pressure of the corporations and  
unions must take place despite the ad-  
verse pressure of the corporations and

Blows against discrimination must be ill-advised union officials. Negro work-  
delivered fiercest where its presence is  
most menacing to an all-out war to testify as to discrimination. They  
economy. The railroads constitute one must be protected against fear of being  
of those decisive points. Jim-crow and fired. It is a win-the-war issue and can-  
discrimination on the railroads threaten not be evaded.

DEC 19 1942

The Negro press should give the mat-  
ter serious treatment. It should aid in

the calling of conferences in every rail-  
road center. The community must be

would be a crime against the nation at all that are a danger to all. The rank and  
basic phases of our economic life.

file members of the railroad brother-  
hoods should be informed of the situa-  
tion and moved to protect the interests

of the nation at war.

The bottleneck of jim-crowism and  
discrimination can be broken; it must  
be broken; it will be broken. No man-  
power shortage need break down trans-  
portation. The Hitler-like menace of  
racial-national hate becomes too clear.  
Let the FEPC get on this job and  
finish it.

Says Laxity Of Ne-

groes Partly Cause

The ~~Wiley~~ Review

Bus Lines Trouble

Ham, Ala.

OPERATORS ON SOME LINES

GIVE NEGRO PASSENGERS

PRIORITY OVER WHITES

DEC 12 1942

(By Will V. Neely)

BIRMINGHAM, Dec. 8—(ANP)—

Also there is the example of

Are Negro passengers Jim-Crow the Negro farmer near Birming-

ham on bus lines in southern cit-ham who became insulted b e-

ies? The answer is of course cause the driver of a bus refused

yes, however, what are the true to allow him to board the ve-

conditions leading up to this se-ticle wit htwo large shovels and

gregation?

a garden rake.

To get a full look into the fact Yes, there is prejudice in the  
we must first realize that the south and it isn't going to be  
Negro problem in the south will helped by Negroes who insist on  
never be settled in a day or amaking it worse by making them-  
week. We must commend themselves a nuisance to everybody  
organized rail men there are some who  
are against this hearing. The leader-  
ship of a large number of Brotherhood  
unions supports the jim-crow practices  
of the corporations and connives with  
the operators to perpetuate them.

hearing their gigantic task.

The problem of Negro "back  
seat" riders in southern buses is

a problem that can only be over-  
come by changes in state law.

The laxity of Negro passengers

by no means entirely satisfactory

is doing a lot to add fuel to an  
already hot fire. It is a common

negotiations attitude about the whole

practice for a Negro to flag a  
matter that is alarming. These hear-  
ings must take place despite the ad-  
verse pressure of the corporations and

unions—proceed to ride perhaps

a mile or two and then get off.

This makes it necessary for the  
operator to again stop the bus,

and unload the passengers and in  
this way perhaps several minutes

of bus schedule are lost in the  
confusion. It is a practice also

for Negro workmen to board the  
buses in grease smeared clothes

The Plaindealer  
Kansas City, Kan

# Kansas City, Kans. White Passengers Defy

# Jim-Crow Car Law

Detroit.—(ANP) — Pressure of circumstances many times alter the status quo and according to stories related by Snow F. Grigsby, who just returned from a sojourn "down south", those alterations sometime focus attention on what are properly ludicrous situations. Examples: One sat beside me. Some of the others found seats and a few stood up. The conductor came to the white draftee sharing my seat and ordered him to get up, as white people were not allowed to sit with Negroes. *Dec. 4, 1942*  
Don't Object "The draftee turned to me and asked: 'Mister, do you mind me sitting here?' I replied that

The conductor, he said, told the suit case, as all seats were taken white passengers they could not One of the white draftees ride with Negroes and ordered from his seat and said: 'Just them from the coach, but the prove that gentlemen are whites refused to go. found in Arkansas, I am givin

"One of the white passengers my seat to this colored man, was a soldier going to a southern he won't have to stand and oh camp," he said. "When asked to his child." vacate the coach, the soldier asked The colored man had just why. When the conductor told ceived his call to the army, him it was the law in Arkansas to plained Grigsby, and was to jim crow Negroes on trains, the his baby to visit its grandm soldiery replied, 'Damn the jim crow before leaving for camp. law. I'm staying, where I am."

Dec 4 1942  
**Threatened**  
The train attendant then threatened to have him taken off at the next stop and placed under arrest, whereupon the soldier retorted:

"I'm on Uncle Sam's business and if you can get by with jailing me, it's O. K."

Grigsby said a white merchant from Indiana also refused to leave the coach and told the conductor that jailing him would fit in with his plans of spending the winter in the South—expense free.

A white Arkansas worker the got on the train, entered the colored coach and sat beside a colored passenger," continued Grigsby. "The conductor ordered him to move and upbraided him for breaking the Jim Crow law he and other whites of Arkansas had helped to make. But the Arkansan simply shrugged his shoulders and kept his seat.

"Shortly afterwards, 36 white inductees boarded the train and crowded into the colored coach.

Pittsburgh Courier  
Pittsburgh, Pa.

# MANY RESENT FEPC ORDERS TO CAR CO

## **Rabble Rousers, Led by Mississippi's Rankin, Endanger National Unity by un-American Utterances and Threats Toward Negroes If Driver Jobs Are Accepted**

WASHINGTON, D.C., Dec. 10—Indications of a state terrorism somewhat similar to that practiced upon minorities in European and other conquered nations by the Nazis, and spawned here by unreborn rebels, began developing

re following the President's The seven-step action against  
Employment Practice com- Capital Transit resulted from con-  
ferences among the FEPC, the  
orders, last week, to the transit company, and the Amalgam-  
ated Association of Street, Elec-  
Transit company to cease and desist from employing  
bus and car operators solely  
of color.  
lethal anti-racial venom  
ing their utterances. off-  
belong. The union represents em-  
ployees of the traction company.

ng their pretences, employees of the traction company. of the South's "lost cause" Present at the conferences were hands with many Southern- E. D. Merrill, president and gen- operating cars and buses in the eral manager of Capital Transit al of Democracy" in threat- S. S. Emmons, transportation man- dreadful consequences to any ager of the company; Alexander operators—even to the ex- Shapiro, the company's director of of murder.

**IN AT BAT AGAIN**

first public spewng came Rabid Representative Rankin

E. D. Merrill, president and general manager of Capital Transit S. S. Emmons, transportation manager, and John H. Cookman, executive secretary, both of the union.

## RANKIN AT BAT AGAIN

The first public spewing came from Rabid Representative Rankin (Mississippi Democrat). He complained that the order, which is seeking to make this a citadel of democracy in fact as well as name, is a powerful and dangerous blow to national unity. The order, he said, was "a threat to our national security." The first blow came from the American Legion, attorney, and John H. Cookman, executive secretary, both of the union. **WHITES INTERCEDE** Besides complaints from applicants who had sought work as operators with the company and been refused, the FEPC also received without solicitation on its part, ne

The request for the company to hire its employees without regard to race, creed, color, national origin or citizenship, he contends, "is part of a movement to force similar conditions on the people of every State."

Mr. Rankin, who is ever at bat for white supremacy, predicted that if orders like this are allowed to stand they are "as certain to bring on race conflicts as the night follows the day." The transit company received 8 unsolicited communications on the subject, of which 41 approve the company's present practices, and 39 oppose them.

An anonymous adherent of "white supremacy" is reported to have telephoned the FEPC office and threatened death to the first Negro motorman or conductor he saw on a Capital Transit vehicle.

There is unmistakable hostility on the part of some car and bus operators toward colored drivers, more so since the order than previously noted. In fairness to them, it should be said that many of the operators have gone about the business in an apparently unccerned manner.

## ONE DRIVER SLASHE

One not so inclined and who insisted on showing Southern mannerisms in ordering a colored man to the back of his vehicle now has 11 stitches in his throat, inflicted by the victim of his discourtesy.

## **ORDER FOLLOWED PARLEY**

30-1942

Chicago Defender  
Chicago, Illinois

## 2 Ministers Balk At Riding On Jim Crow Car In Chicago

Chicago Defender

From the heart of the Deep South, the long arm of Dixie Jim Crow reached into downtown Chicago this week to humiliate two of the city's leading clergymen enroute to Nashville, Tenn., on a church mission.

Pennsylvania railroad employees attempted to force the two pastors to sit in a Jim Crow train next to the engine as the crack streamliner, South Wind, stood waiting to leave the Union Station at Canal street.

The two—the Rev. Junius C. Austin of the Pilgrim Baptist church and the Rev. William McDowell of the Mt. Vernon Baptist church—were about to board the train when their first class passenger tickets were taken up and two other tickets in the Jim Crow car were substituted.

The ministers refused to comply with the order to "go up front in the Jim Crow car," and as a result were not able to attend the session of the National Baptist Convention now in progress in Nashville. **DEC 19 1942**

When they went to have their tickets checked before boarding the train, a white girl attendant, in the presence of two men railroad employees, informed Dr. Austin and Dr. McDowell: "You can't ride in these seats any farther than Louisville, as the cars cut off there." Knowing this to be a misstatement, Dr. Austin replied that such was not the case, but the girl, ignoring his rejoinder, took the tickets and gave them accommodations in Car SW-1, a combination baggage and Jim Crow car.

The pastors investigated and discovered that the Jim Crow car was directly in back of the engine, separated from the coach entrance by the baggage car, and by no means the "first class accommodation" their tickets called for.

They then pointedly refused to accept the tickets.



Rev. Austin

## WOMAN JAILED, CLUBBED IN ALABAMA TOWN

15-19-1942  
Youth Congress Leader  
Held After Jim Crow  
Sign Is Moved

FAIRFIELD, Ala.—For the "crime" of refusing to tell an irate bus driver which Negro passenger had removed the "Colored-White" board—standard of Jim-Crow in Southern transportation 27-year-old Mildred McAdory, was arrested, brutally beaten and held in jail overnight incommunicado.

Miss McAdory, a native of Birmingham, is director of the Fairfield Youth Center and staff member of the Southern Negro Youth Congress. She had spent the day in Fairfield making preparations for a "tin-can collection," a project undertaken by the Fairfield Negro youth as a part of the Victory Scrap Drive.

Recounting her experience, Miss McAdory said:

"Across the top of this bus was a black line indicating 'white' in front, 'colored' behind. However, the driver had placed another Jim-Crow board behind this seat in the colored section. I sat behind the board. A Negro couple sat in front of the board.

### Ask For Fare

The driver turned around and said to them, "You'll have to get behind that board." (There were several empty seats in the white section and no seats in the colored section.) The couple asked for their fare back. "I can't give you your fare back," the driver answered.

They got off the bus.

"Some person moved the board, gun, for an instant seemed to come and two men sat in the seat on the out of his madness, then pulled his board. Later one of the men put blackjack and struck me on my hip the board on the floor. The driver with it. **DEC 19 1942** came back to the man and said, "I was locked in a cell with five 'You'll have to get behind that other girls. I was later told my board."

"One man answered, "There's the line up there."

"The driver then got off the bus . . . At 8:30 a.m. the warden and called the police who arrived in time for those who had not had a few minutes. The policeman came back to the colored section and "On the witness stand the police asked what was wrong.

"The driver said some one had up testimony. I was charged with moved the board. The company interfering with an officer. I was told me to keep 'em behind it, fined ten dollars. **DEC 19 1942** them's my orders, keep 'em behind. "This thing that happened to me is a symbol of what can happen to facts we must first realize

### Kicked by Cop

"The policeman shouted at the two men 'Get up from there.' These over a period of time have been men moved. 'Who moved the board?' a sore spot to all Negro citizens. he asked the driver. The driver With transportation getting worse, said, 'It's between these four,' point-these things will happen more often to the two men who sat in the seat, the man seated beside me and carrying the case of the brutal myself. We two were behind the treatment by the arresting officer to the civil service board."

any Negro; to you, your wife, sis- that the Negro problem in the south will never be settled in day or week. We must commend the Negro press for its untiring efforts toward lifting the veil of segregation. The press has gone a long way and has a long way to go, but it needs the cooperation of all negroes in accomplishing their gigantic task.

### Adds Fuel

The problem of Negro "back seat" riders in southern buses is a problem that can only be overcome by changes in state law. The laxity of Negro passengers is doing a lot to add fuel to an already hot fire. It is a common practice for a Negro to flag a bus on some country lane and after forcing the driver to stop and unload most of the passengers—proceed to ride perhaps a mile or two and then get off.

This makes it necessary for the operator to again stop the bus, and unload the passengers and in this way—perhaps several minutes of bus schedule are lost in the confusion.

It is a practice also for Negro workmen to board busses in grease smeared clothes or overalls and blandly crowd the already crowded busses, ignoring the fact that fellow passengers resent being greased by a person too lazy to clean himself up.

I have seen several examples of bus drivers moving the white passengers toward the front and giving seats to Negroes who insisted on bringing along a lunch basket or excessive luggage. One Negro woman occupied the entire rear seat of a Greyhound bus in eating a huge lunch of cheese and corn bread. She was riding from Sylacauga, Ala., to Anniston, a distance of about 40.

Also there is the example of the Negro farmer near Birmingham who became insulted because the driver of a bus refused to allow

him to board the vehicle with two large shovels and a garden rake. Yes, there is prejudice in the south and it isn't going to be helped by Negroes who insist on making it worse by making themselves a nuisance to everybody and tying up traffic simply because of a little less foresight than is usually given them.

# Says Press Needs Cooperation; Raps Lack Of Foresight

By WILL V. NEELY

BIRMINGHAM—(AP)—Are Negro passengers Jim Crowed on bus lines in Southern cities? The answer is of course yes, however, what are the true conditions leading up to this segregation?

To get a full look into the facts we must first realize any Negro; to you, your wife, sis- that the Negro problem in the south will never be settled in day or week. We must commend the Negro press for its untiring efforts toward lifting the veil of segregation. The press has gone a long way and has a long way to go, but it needs the cooperation of all negroes in accomplishing their gigantic task.

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30-1942

Chicago Defender  
Chicago, Illinois

**Win 'Equal'**  
JAN 24 1942  
**Dining Car**  
**Facilities**

JAN 24 1942  
MOBILE, Ala.—The Southern Railway has divided its dining cars into compartments so that all passengers can have accommodation in them during dining hours, the Southern conference of National Association for the Advancement of Colored People branches said this week. Negro passengers may now be served meals on all cars.

The change was announced in a letter from the railroad's assistant vice president, R. K. McClain, to J. L. LeFlore, of this city, chairman of the N.A.A.C.P. Southern Conference.

For the past three years, the association has been insisting that southern railroads provide a dining car arrangement that would permit colored passengers to have meals on all cars, without waiting until after all whites had been served.

The Louisville and Nashville and other roads are also adopting equal dining facilities, it was announced. The changes are the result of complaints filed by individuals through the N.A.A.C.P.

JAN 24 1942

Chicago Defender  
Chicago, Illinois

ALABAMA

## **White Soldiers Abuse Two Women On Passenger Train In Birmingham**

JAN 24 1942  
BIRMINGHAM—(ANP)

A woman charged in an interview here this week that two white soldiers tried to lustfully thrust themselves upon her and another woman and that 20 others threatened Negro passengers on a Detroit to Birmingham train July 3.

Mrs. W. B. Green of Detroit, said Wednesday at the home of her sister here that between Nashville and Birmingham on July 2 a white soldier accompanied by another came into the coach in which she was riding, molested her and another woman, and then incited 20 other white soldiers into threatening the entire coach of Negro passengers.

She said that a tall, white soldier, drinking a grape pop, accompanied by a medium-built, chunky soldier, said that he wanted that woman, who the interviewed woman declared was a Mrs. Jackson of Dayton, Ohio, who had her son, about 14, with her.

She said that the soldier then poured pop on her, took a pint of whiskey from his left pocket, drank some of it, then sat down on the side of her seat. When she asked him to move and go back into his own coach, he refused to do so.

Asked what the soldier said when she told him to move away, Mrs. Green answered, "I wouldn't dare repeat what he said."

Mrs. Green indicated that she then attempted to defend herself when the soldier grew rough with her. She said she pulled the cord three times in one coach and three times in another trying to stop the train or get help.

During this time, she related, the "butcher" boy (the vendor on the train) had come by and tried to get the two soldiers out. She said that she then armed herself with a pop bottle.

Questioned about other passengers on the train, she said that in that particular coach were two Negro soldiers, about eight Detroit passengers and others.

She said that she prevailed with the Negro soldiers who "wanted to

take it up" not to "get in" because they would probably get killed as they were outnumbered and that the women could protect themselves.

She said that the "chubby, stout soldier," told the "slim, tall one," "Come on out there. We don't want to kill that woman." When they, the two, reached the door leaving the Negro coach, at the coaxing of the "butcher," around 20 other white soldiers rushed to the door, crying, "Don't let us come in there and kill all you niggers."

White passengers, Mrs. Green said, pleaded with the white soldiers to refrain from their abuse.

A white trainman dressed in a steel gray suit came to the scene, investigated, locked the door to keep the white soldiers out, and tried to comfort the Negro passengers, she reported.

Mrs. Green said she left Detroit Thursday, July 2, coming into Cincinnati over the Big Four (New York Central). She left Cincinnati at 9 a.m. over the L and N the following morning and arrived in Birmingham around 9 o'clock July 3.

Among those in the same coach with her, Mrs. Green said, were Mrs. Alma Marshall, of Birmingham who was willing to get off the train with her and Robert Averett of Cleveland.

# Riot Narrowly Averted On Baptist Convention Train

SEP 10 1942

BY ROBERT M. RATCIFFE

MEMPHIS, Tenn. —(SNS)—A committee headed by the Rev. M. L. King of Atlanta, Ga., is to present resolutions to the National Baptist Convention, Inc., Thursday morning condemning the attack made on two ministers Tuesday by white men on a Memphis-bound Southern railroad train.

The committee of 12 men or more was appointed by Dr. D. V. Jemison, President of the Convention, following a motion by Rev. Mr. King. Also on the Committee is Attorney A. T. Walden, of Atlanta.

SEP 10 1942

## RIOT NARROWLY AVERTED

A major flareup between colored passengers and whites riding the southern train into Memphis was narrowly averted after two white men slapped the two Colored ministers and the flagman begged for restraint.

SEP 10 1942

The incident took place about an hour out of Huntsville, Ala.

Trouble is reported to have started when the Rev. S. A. Young, of Washington D. C., started from one of the front Colored coaches through the white coach to the colored pullman car which was located at the end of the train.

SEP 10 1942

A white man, who gave his name as T. J. Hudson, of Decatur, Ala., slapped Rev. Mr. Young when the minister refused to return to the coach. His glasses were broken and face cut.

Later when the Rev. J. F. Jackson, of Hartford, Conn., attempted to pass through the white car to enter the Colored pullman at the rear of the train. The same white man and another white passenger struck him.

## FLAGMAN BEGS RESTRAINT

J. O. Cason, flagman on the train said Negroes and whites were at the point of staging a race riot when he reached the train and begged them to keep their tempers.

The Colored delegates gave a signed statement to the railroad in which they claimed the white men struck the Colored ministers solely because they attempted to walk through the white coach. Although the Negroes were first class passengers.

Trainmen said the whites first were resentful because the pullman was reserved for Negroes, all from Washington.

SEP 10 1942

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ALABAMA

Amsterdam News  
New York, N. Y.

## Jim Crow Dining Cars on 'Southern'

MOBILE, Ala.—The Southern Railway has divided its dining cars into compartments so that all passengers can have accommodation in them during dining hours, the Southern Conference of N. A. A. C. P. branches said this week. JAN 24 1942

Colored passengers may now be served meals on all calls.

The change was announced in a letter from the railroad's assistant vice president, R. K. McClain, to J. L. LeFlore, of this city, chairman of the N. A. A. C. P. Southern Conference. For the past three years the association has been insisting that Southern railroads provide a dining car arrangement that would permit colored passengers to have meals on all calls, without waiting until after all whites had been served.

Mobile, Ala., Register  
May 23, 1942

## Request Separate Buses For Negroes

Longshoremen's Group Pro-  
poses That Colored Oper-  
ators Be Employed

Separate buses for both white and colored patrons at peak hours on lines heavily patronized by both groups were proposed Thursday night in a resolution adopted by the International Longshoremen's Association.

(Members of the association are colored men).

In its resolution, the longshoremen's group asked that the proposed new buses operate on an equitable time basis with all other buses and that colored operators be employed on the lines almost entirely patronized by colored persons. The resolution also suggested that removable seat signs of separation be provided on buses such as are used on street cars in New Orleans.

The meeting deplored recent disputes aboard buses.

Lack of defense training and employment for colored workers was discussed. In view of the fact that 50,000 more workers may be employed in this area, the meeting

urged that racial discrimination policies be dropped for the good of the nation.

Among other recommendations were that colored voters be permitted to participate in Democratic primaries; that recreation and comfort facilities be established for colored persons in the armed forces; that favorable consideration be given housing needs for the colored, and that steps be taken to reduce Mobile's homicide rate.

Frederick Wells of New York, connected with the United Service Organizations, was a speaker.

Mobile Herald

Birmingham, Ala.

CAR SPACE FOR NEGROES

To the Editor The News: AUG 30 1942

The Birmingham Electric Company is to be congratulated for putting on an extra bus to take care of the crowds of workers in the Smithfield area. This is a real service and we hope the people for whom it is intended will use it. AUG 30 1942

There are several other areas where there is a real need for some such solution. A case in point is the Ensley-East Lake line. There are also many more Negro workers commuting between Ensley and Birmingham that some provision should be made to give them more space. Too often the Negro worker is forced to stand in a very crowded car when the front section is comparatively empty.

And last but not least, the vicious habit of using cars with "prison" seats for Negro passengers should be avoided. These seats along the walls of the car are very uncomfortable. A tired worker cannot rest sitting in such a position. Also they aid the adventurous male in making advances. Many times women prefer to stand rather than have men literally sitting in their laps. AUG 30 1942

(MRS.) JESSIE SAFFOE (Colored).  
914 Center Street, North.

## Negro Preachers Not Excepted

SEP 13 1942

Except for the rare common sense and speedy action of J. O. Cason, flagman for a Southern Railway train enroute to Memphis, Tenn., last Wednesday, it is evident that a race clash of serious proportions would have eventuated from unprovoked attacks upon the persons of 76-year-old Dr. J. C. Jackson of Hartford, Conn., and Rev. S. A. Young of Washington, D. C.

SEP 13 1942

It developed that 17 Negro ministers, enroute to the National Baptist Convention at Memphis, had been assigned a special Pullman coach out of Washington. Trouble is reported to have been started when the Rev. S. A. Young undertook to pass from the Jim Crow coach of the train to the Pullman coach, which necessitated him passing through a white passenger coach. A white passenger, T. J. Hudson, of Decatur, Alabama, is reported to have ordered Dr. Young to "go back", which he refused to do. Whereupon he proceeded to pounce upon the minister, slapping him about the face and in the outcome, broke his spectacles. Dr. Jackson, unaware of what had transpired between the pair, made a similar attempt to reach the Pullman coach, when Mr. Hudson and this time, another white passenger, joined hands to rid their coach of the Negro menace, thereby slapping the 76-year-old minister and breaking his glasses.

It is virtually the same spot which spelled lynching for the 8 famous Scottsboro boys, but for the prompt and determined actions of the International Labor Defense and other interested organizations. It happened in the State of Governor Dixon, who insists that government contracts to build for the war effort are not nearly as dear as the hearts of his people as is "white supremacy." It is the state from which Senator Bankhead addressed a pertinent note to the Federal Government demanding that Northern Negro soldiers be kept in those areas so as to avoid race friction and clashes. Indeed, it is the state of Horace Wilkerson, who says, "If there is room in America for a National Association for the Advancement of Colored People, there is room for a League of White Supremacy."

We wonder if the railroads and bus companies cannot do something to protect their Negro passengers from the insults and injuries they have been subjected to in all too many instances in the recent past? Certainly they deserve protection!

SEP 13 1942

We Americans have a peculiar way of giving tremendous approval to the cry of Democracy for ALL. That word "all" covers a lot of ground. It includes fair and equal treatment of the Negro on the railroad and busses. It means equal participation in the struggles and the fruits of government. "All" is a big word. And in the language of Herbert Agar: "Nobody can write a good pamphlet about today's struggle, or a good speech, or a good newspaper article, until he decides what he means by the word ALL."

We congratulate Mr. Cason for his sensible and courageous action. And we hope, if not already, the Baptist officials will see the merits in writing him also and express their thanks that he saved them from a fate, perhaps more embarrassing than that which befell the Morehouse professor in that section. The preachers are not excepted from these onslaughts.

30-1942  
Peoples Voice  
New York, N. Y.

ARKANSAS

# Ordered by Bus Driver to Stand, Cleric Ganged, Badly Whipped

OCT 17 1942

LITTLE ROCK—Another severe beating of a Negro minister aboard a southern bus is arousing religious leaders and civilians as October 29, the date of his trial, draws near, according to information just leaking out to the Negro press. The latest victim, Rev. T. A. Palmer of North Little Rock, well known in Arkansas religious circles, was severely beaten by a group of whites on a bus

Friday, October 2, while enroute home (318 W 28 st) from work.

The young minister, formerly a student of Philander Smith College, ble would be over. The driver told told how, following a series of incidents, the bus driver tried to shoot bag and knock the n - - - r out. Rev. Palmer grabbed the They got out the blackjack and beat driver's wrist to prevent being shot him terribly. When Rev. Palmer and the bullet went down through got away, the group chased him the floor of the bus. The driver had Police arrived on the scene, the group get the blackjack from summoned by Negroes who jumped his bag, and the unmerciful beating out of windows. Upon pretension followed at the instructions of the of taking him to the chief of police bus driver. At police headquarters for questioning, officers gave the Rev. Palmer was again beaten by victim ten minutes more of beating police, and was bleeding so badly in the chief's office, according to the chief ordered him taken out of Rev. Palmer's statement.

his office to "keep from messing it up." OCT 17 1942

Rev. Palmer, still suffering from injuries and unable to return to work with Rock Island Railroad co, told the story covering the events on the crowded bus where Negroes are asked to stand up and let whites have the seats. But this driver, according to the story, objected to the minister sitting after whites vacated. Although passengers were all seated as the bus emptied, the driver forced Rev. Palmer to change seats, then asked passengers several times to "Tell that n - - - to get up from there." Then he went on: "We'll have to teach these n - - - rs a lesson." OCT 17 1942

When Rev. Palmer offered to teach the driver a lesson if he got off the bus, the driver drew his revolver. As the minister caught the smoke only in smoking cars are driver's wrist, the bullet went down ignoring the laws compelling the races to be seated in separate cars.

According to Snow F. Grigsby, who has just returned from a Southern trip, when the train on which he was riding reached

Hoplar Bluff, Ark, the dividing line between Missouri and Arkansas, where Jim Crow laws are enforced, all seats on the coaches were occupied except in the one reserved for colored persons.

Several whites seated themselves in the car where seats were available. The conductor, he said, told the white passengers they could not ride with Negroes and ordered them from the coach, but the whites refused to go.

"One of the white passengers was a soldier going to a Southern camp," he said. "When asked to vacate the coach, the soldier replied, 'Damn the Jim Crow law. I'm staying where I am.' OCT 21, 1942

The train attendant then threatened to have him taken off at the next stop and placed under arrest, whereupon the soldier reported:

Go On and Jail Me  
"I'm on Uncle Sam's business and if you can get by with jailing me, it's O. K."

Snow said a white merchant from Indiana also refused to leave the coach and told the conductor that jailing him would fit in with his plans of spending the winter in the South—expense free.

"A white Arkansas worker then got on the train, entered the colored coach and sat beside a colored passenger," continued Grigsby.

"The conductor ordered him to move and unbraided him for breaking the Jim Crow law he and other whites of Arkansas had helped to make. But the Arkansan simply shrugged his shoulders and kept his seat.

Draftee Gets Tough

"Shortly afterwards, thirty-six white inductees boarded the train and crowded into the colored coach.

"One sat beside me! Some of the others found seats and a few stood up. The conductor came to the white draftee sharing my seat and ordered him to get up, as white people were not allowed to sit with colored.

"The draftee turned to me and asked: 'Mister, do you mind me sitting here?' I re-

plied that I never objected to being in the presence of gentlemen. He then told the conductor he was going to stay where he was.

"A colored man with a heavy suitcase in one hand and a baby in the other arm, boarded the train," went on Grigsby. "He stood holding the baby and the suitcase as all seats were taken.

"One of the white draftees rose from his seat and said: 'Just to prove that gentlemen are still found in Arkansas, I am giving my seat to this colored man, so he won't have to stand and hold his child.' OCT 21, 1942

The colored man had just received his call to the army, explained Grigsby, and was taking his baby to visit its grandmother before leaving for camp.

Kansas City Call  
Kansas City, Mo.

white passengers they could not ride with Negroes and ordered them from the coach, but the whites refused to go.

"One of the white passengers was a soldier going to a southern camp," he said. "When asked to vacate the coach, the soldier asked why. When the conductor told him it was the law in Arkansas to Jim Crow Negroes on trains, the soldier replied, 'Damn the Jim Crow law. I'm staying where I am.' OCT 21, 1942

Threatened

The train attendant then threatened to have him taken off at the next stop and placed under arrest, whereupon the soldier reported:

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## Passengers Defy Dixie Customs

OCT 21, 1942  
Whites Sits by  
Negroes and  
Refuse to Move

OCT 21, 1942

DETROIT. — (AP) — Pressure of circumstances many times alter the status quo and according to stories related by Snow F. Grigsby, who just returned from a sojourn "down south", those alterations sometimes focus attention on what are properly ludicrous situations. Examples:

Grigsby reports that when the train reached Poplar Bluff, Ark, the dividing line between Missouri and Arkansas, where Jim Crow laws are enforced, all seats on the coaches were occupied except in the one reserved for Negroes. Several whites seated themselves in the car where seats were available.

The conductor, he said, told the

30-1942

Pittsburgh Courier  
Pittsburgh, Pa.

CALIFORNIA

# AWVS Members Have Bitter Experience On Crack Train

OCT 10 1942

By HERMAN HILL

OCT 10 1942

LOS ANGELES, Calif., Oct. 8—Tales of disgraceful treatment at the hands of trainmen aboard the Southern Pacific Railways crack limited, the "Argonaut," were revealed last week to Courier representatives by members of the local chapter of the American Women's Volunteer Service following their recent return from opening day ceremonies at the officers' club in Fort Huachuca. Along with a bus load of others they had volunteered to journey to the camp and aid in the entertainment of the thousands of officers and men there.

According to the women some twelve in number, among whom were actresses Maggie Fleming, Patsy Hunter, Millie Monroe, Chinkie Grimes and Alice Keye, they purchased first class tickets at Herford, Arizona, point of embarkation and boarded the train Monday afternoon en route back to Los Angeles. They were garbed in the traditional natty sky blue AWVS service uniforms. Immediately upon boarding they were ushered into the already crowded, ill-smelling jim-crow car and told to find seats. Protesting to the conductor in no uncertain manner that they were holder of first-class accommodations and wished to purchase berths for the over-night trip, their claims were ignored.

## GET TEMPORARY SEATS TO TUCSON

Determined to battle for their rights the women refused to stay in the jim-crow coach and summarily moved from car to car seeking seats. They met with curt refusals from both conductors and porters alike. Finally after a stormy session with an unnamed chair car conductor they succeeded in getting temporary seats following their standing in the aisles all the way to Tucson. Passengers getting on at this point showed reservations for the seats and they were given up. After threatening to get off the train at the next stop unless given seats, they were made fairly comfortable but sat up all night.

30-1942

Peoples Voice  
New York, N. Y.

## Greyhound Bus Insults Riders

WASHINGTON.—This city, currently known as "the capital of the world" and the world's largest bus company, Greyhound, combined their prejudices last week to humiliate a Negro family. Leroy D. Walker sr., member of the US special police force, 125 Adams st., nw, saw his wife and son insulted by bus officials as they sought to return to NYC after a week-end visit here.

Mrs. Walker secured a round-trip ticket in NYC and was informed by bus officials here only a day before her proposed departure, that no reservation was needed other than to be present when the bus left. However, when the party reached the station, a white couple enroute to Phila. wanted seats, so the driver demanded that the Negro couple give up their seats and move to the rear. They refused. Walker went to see the manager who agreed with the driver that they would have to move or get off the bus.

After calling them "niggers" without any results, the bus head called company police to put them off—but he refused when he learned that Walker was a US policeman. The bus was held up for a half hour because the driver refused to carry any "nigger" riding beside white people.

Several white and Negro passengers of the packed bus consoled Mrs. Walker, 306 W 119 st., NYC, and offered their names for witnesses when the bus company is brought into court for practicing Jim Crow in violation of federal and state laws.

Washington Tribune  
Washington, D. C.

D.C.

## Hankin Denounces Jim Crow Threat, Opposes Capital Transit Proposal

OCT 31 1942

In a reply to a telegram from the Howard Teachers Union, Local 440, American Federation of Teachers, to members of the D. C. Public Utilities Commission, urging rejection of a proposal by the Capital Transit Company to express Georgia Avenue-Seven-

Street cars through Negro neighborhoods, and to use busses for local stops, Commissioner stated in a letter, dated October 20:

"I can assure you that so long as I am a member of this Commission, I shall not lend my aid to any scheme which is contrary to our institutions and ideals for which we are fighting as that proposed by the Capital Transit Company recently.

"It is sad enough that the 'Jim Crow' system exists in some of our states, but to bring it to the Nation's Capital is something which would mean the surrender of our ideals to the enemies of civilization."

When the proposed changes in the Georgia Avenue line service were made to the Commission a campaign against the Capitol Transit was launched, on the grounds that this would mean a more attractive service for white patrons. Hankin asked whether this would not mean the beginning of a system of racial discrimination in and the street car service. The representative of the Capital Transit Company refused to answer this which packed the church auditorium, and the other two members of the Commission did not

see fit to compel him to answer, by the Committee on Jobs for Negroes in Public Utilities, headed by the Commission.

The telegram sent to the Commissioners read: "Local 440, composed of Howard University teachers, urges you to reject proposal to express Georgia Avenue cars through Negro neighborhoods. Such action would undoubtedly engender violence which

community cannot afford and been backed up by the citing of contribute to lowering the war the heavy Negro trade enjoyed by morale of Negro citizens. Don't the bus lines here, no inclination help the Axis, help America and Americans."

OCT 31 1942

The Union has urged organizations and individuals to send letters and telegrams at once to age from places as far away as Chairman James H. Flanagan, Col. Charles W. Kutz, and Gregory Hankin of the Public Utilities Commission of the District of Columbia, condemning the Capital Transit Company's proposal and supporting the stand of Commissioner Hankin.

Peoples Voice  
New York, N. Y.

## Capital City Group Plans Bus Boycott

NOV 7 1942

WASHINGTON—Local residents prepared for an all-out boycott of street cars here this week, following a monster mass meeting at Vernon Avenue Church Tuesday evening. Attorney Charles Houston, PV Editor Adam Clayton Powell jr. were principal speakers, representative of the Capital Transit addressing a crowd of over 3,000.

Company refused to answer this which packed the church auditorium, and the other two members of the Commission did not

The campaign is being launched to compel him to answer, by the Committee on Jobs for Negroes in Public Utilities, headed by William S. Johnson, chairman. The committee has been attempting to negotiate with the company for some time.

According to Johnson, the draft has depleted the ranks of white drivers for the company. Altho requests that capable Negro drivers be given consideration for jobs have

all of your personal officers and employees to recruit, employ, train, or upgrade prospective workers or workers solely on the basis of the qualifications of applicants or workers without regard to their race, creed, color, national origin, or citizenship.

2. Issue formal instructions to the appropriate officer of your company to delete from its application for employment form any reference to race or religion which may be included on it.

3. Give formal notice to any employment agency, whether public or private, through which your company recruits workers, that it will accept needed workers for any and all classifications of work solely on the basis of their qualification without regard to their race, creed, color, national origin or citizenship.

4. Give formal notice to any training institution or agency through which your company recruits or trains workers for upgrading that your company will accept workers for any and all classification and without regard to their race, creed, color, nation origin, or citizenship.

5. Give formal notice to division 689, amalgamated association of street, electric railway and motor coach employees of America, that it will comply fully with the President's Committee on Fair Employment Practice. War Manpower Commission, today directed its obligation not to discriminate the company to bring its employment policy into line with Executive Order 8802, requiring that there shall be no discrimination against workers because of race, creed, color, national origin, or citizenship in recruitment, up-against workers because of race, creed, color or nation grading, or in any other terms or conditions of employment.

6. Furnish the President's Committee on Fair Employment Practice with a copy of each of these instructions and notices on or before December 1, 1942.

7. Submit a monthly report beginning December 1, 1942, indicating the number of Negroes employed, the number in employment at skill levels (skilled, semi-skilled and unskilled), the number in employment as bus and street car operators, and similar statistics covering white workers.

1. Issue formal instructions to

Washington Tribune  
Washington, D. C.

## Hastie Probes M.P.'S Ordering Two War Girls to Rear of Bus

OCT 31 1942

Despite an agreement with WASHINGTON, D. C.—Charg-  
Virginia bus officials and theing that they were refused dining  
car service, Mrs. Sadie T. M. Alex-  
War Department that there  
would be no discrimination in  
the transportation of colored street northwest, last Monday filed  
employees from here to the new suit in the District Court against  
Pantagon Building in Arlington, and the Washington Terminal  
Va., a white military policeman Company for damages totaling  
last week ordered two girls to \$40,000.

Mrs. Alexander is the wife of  
Raymond Pace Alexander. Both  
are prominent Philadelphia law-  
yers. Dr. Alexander is his sister  
and is employed by the District  
of Columbia Public Health Depart-  
ment.

The two young women, Misses  
Mazie Ashby and Florence Coles,  
both of New York mounted the  
bus just after completing the  
day's work and sat at the front  
of the vehicle. The M.P. came  
along, rapped on the window  
with his club and motioned them  
to move to the rear.

The New Yorkers refused, he  
entered the bus and told them to  
go to the back or get off. They  
dismounted, returned to the Pan-  
tagon Building, and reported the  
incident to the Provost Marshal,  
but, according to their version,  
received no satisfaction.

The young ladies then report-  
ed the affair to Kirk Jackson,  
president of the New York Ab-  
sentee Voters' League, who in-charge to serve them. He re-  
turned informed Judge William  
H. Hastie, civilian aide to the  
Secretary of War. The latter were compelled to leave the dining  
car without service, they declare,  
solely because of their race.

### Refused En route

The next morning when they en-  
tered the dining car, they state,  
white passengers were being  
served, but they were again denied  
service because of their race.

Because of the contractual re-  
lationship between the Southern  
Railway Company and the Wash-  
ington Terminal Company, which  
operates the Union Station, the  
plaintiffs maintain that it was the  
duty of both companies to provide  
equal accommodations and equal  
services for white and colored  
passengers while the Crescent was  
at Union Station.

A breach of duty is charged  
against both defendants for the  
refusal of service on November 7,  
1941, while the Southern Railway  
alone is charged with breach of its  
duty in the refusal of service to  
the plaintiffs the next morning.

Charles H. Houston, who is in  
charge of the case, charges the  
defendants with violating the  
civil rights of the plaintiffs. He  
also asserts that they acted in  
violation of the Interstate Com-  
merce Act, which makes it un-  
lawful for interstate carriers to  
give any undue or unreasonable  
preference to white passengers  
or to subject colored passengers  
to any undue or unreasonable  
prejudice or disadvantage.

Refusal of service to the plain-  
tiffs was done under color of Jim  
Crow laws providing for the seg-  
regation of colored and white  
passengers in the States of Vir-  
ginia, North Carolina and South  
Carolina.

JAN 9 - 1943

In so doing, Mr. Houston con-  
tends, the defendants deprived  
plaintiffs of their rights, privi-  
leges and immunities secured to  
them by the equal protection  
clause of the Fourteenth Amend-  
ment of the Federal Constitution,  
the Federal Civil Rights Act, and  
the Interstate Commerce Act.

### Suffered Humiliation

As consequences of their not be-  
ing served, the plaintiffs state that  
they were publicly humiliated and  
embarrassed, suffered great shock  
and severe distress, discomfort and  
injury to health.

The plaintiffs ask compensatory  
damages of \$10,000 and punitive  
damages of \$5,000 from the two  
defendants for the refusal of serv-  
ice on November 7, 1941, and the  
two plaintiffs ask compensatory  
damages of \$5,000 and punitive  
damages of \$5,000 from the South-  
ern Railway for refusal of service  
on November 8, 1941. The total  
claimed against the Southern Rail-  
way is \$25,000, and the total claim  
against the Washington Termi-  
nal Company is \$15,000.

**Refused  
Service:**  
Inform Houston  
**Sue R.R.**  
JAN 9 - 1943

30-1942

D.C.

Afro-American  
Baltimore, Maryland

## CAA Won't Act on Bias at D.C. Airport

(By AP)

WASHINGTON

Discriminatory charges brought by the Southernaires, noted radio group, do not constitute sufficient grounds for his office to cancel the lease of a concessionaire at the National Airport near Washington, Civil Aeronautics Administrator Donald B. Connelly wrote the NAACP last week.

**Affidavits Promised**

Mr. Ransome stated this week that affidavits from the Southernaires describing the treatment which they received will be furnished to the CAA.

The charges are that the five members of the group presented American Airways vouchers for breakfast service on December 3, but were refused service in both the coffee shop and the main dining room. It was further suggested that they eat in a basement lunch room provided for airport employees.

The CAA administrator's letter, addressed to Leon A. Ransom, NAACP attorney, conceded that the singers had been refused service.

### Defends Policy

Referring to the NAACP's request for a declaration of policy, Connelly contended that a non-discriminatory policy was already evidenced by the admittance of all persons, irrespective of color, to the public spaces in the terminal building. He continued:

"As to your second request (for cancellation of the lease), your attention is directed to the fact that the use of space occupied by the restaurant is the subject of a contract between the government and the Air Terminal Services, Inc.

"Before the government can take action toward cancellation of this contract it must have proof of breach of contract by Air Terminal Services, Inc.

### Proof Lacking

"One of the provisions of this contract provides, 'The company shall comply with all Federal, State or local laws, ordinances, rules or regulations now or hereafter in force, which may be applicable to the operation of its business at the airport.'

"No evidence has been submitted that Air Terminal Services, Inc., has failed to adhere to this

provision of its contract.

"You allege that the acts complained of constitute a discrimination and are unconstitutional, but no proof has been submitted other than your assertion that such acts are unconstitutional."

Mr. Ransome stated this week that affidavits from the Southernaires describing the treatment which they received will be furnished to the CAA.

"The communication from the administrator," he said, "evades the issue presented in this situation. It is significant that he makes no reference whatever to the suggestion by the manager of the coffee shop that the Southernaires, American citizens and passengers in interstate commerce, should eat in a basement room reserved for the use of service employees.

**Chicago Defender**  
Chicago, Illinois

## WOMAN GIVES AIRPORT HELP PIECE OF MIND

**Plea For Democracy Fails  
As Restaurant Refuses  
To Serve Colored**

WASHINGTON—(AP)—Attendants, waitresses, guards and the acting manager of the new airport situated just outside of Washington, received a lecture on Americanism last week, when Miss Jeanetta Welch, representative of the AKA Noh Partison lobby, was refused service in the dining room.

First, it was another government official, then the Southernaires and last Miss Welch who have been denied service in the Jim Crow estab-

lishment.

Miss Welch had eaten at the airport previously and feeling disposed to dine here again, visited the airport with a friend. She took a seat and waited.

Finally, the busboy came over and told her she could not eat in the dining room. When asked who sent him, the boy said the waitress had asked him to come over and tell the party. Miss Welch then told the young man to have the waitress come over.

When the waitress arrived, Miss Welch asked her to repeat the statement and when it was done, the waitress said she didn't want to embarrass the party. When asked from whom she got her orders, the waitress said the hostess.

The hostess was sent for and she in turn said she got her orders from the manager, who, unfortunately, was away ill and no one knew when he would return.

But the basis of the order grew out of the fact that the airport is supposed to be in Virginia, although it is a federally owned and operated institution.

The hostess told Miss Welch that the concessions were privately owned and thereupon called two guards to eject the colored couple. Then Miss Welch gave the whole group a lecture on Americanism, telling them that Negro soldiers were fighting for democracy and dying for Virginia just as they were for all other parts of the country.

The party was not served.

**Daily World**  
Atlanta, Ga.

## Segregation Is Banned By Bus Co. In Capital

**Ruling Follows  
Federal Policy**

**On Race Issue**

WASHINGTON, D. C.—(SNS)—Instructions have been issued to all employees of the AB & W Transit company which operates a bus line between Washington and Arlington, Va., that there must be no attempt to segregate passenger using the line because

of race.

The action followed a conference among Dr. Leon A. Ransom, NAACP legal committee member, R. T. Mitchell, vice-president of the bus company; Frank D. Reeves, NAACP Washington Bureau administrative assistant, and manager of the company.

The ruling affects traffic to and from Washington and Arlington, and follows the executive order banning discrimination of federal employees rather than the Virginia law which requires segregation.

The bus company was first approached by Dr. Ransom, Tuesday, May 19, after seven War Department employees reported to the NAACP offices that they had been evicted from a bus because they refused to accept seats in the rear.

Immediately after the company's announcement the NAACP notified the War Department of the situation and is insisting that that Department take steps to make sure the practice becomes permanent.

**Afro-American**

Baltimore, Maryland

## Doctor's Wife Balks Railroad's Jim Crow

MAY 16 1942

NEW YORK.—Despite the U.S. Supreme Court's ruling that railroads must furnish first class accommodations to all persons holding first-class tickets, some railroads still practice discrimination in their second-class coaches.

Dr. Eulalie Mitchell Lee and one of her children, en route on a special Pennsylvania Railroad train to visit her husband, Lieutenant Arthur B. Lee at Fort Bragg, N.C., were ordered by the conductor at Washington to move into the Jim Crow car.

Some white fellow passengers, among them a clergyman, backed up her right as a U.S. citizen to keep her seat. "If I were a Jap or Siamese," she told the conductor, "you wouldn't think of disturbing me." She and the child retained their seats.

## Southern Railway Sued for Race Bias

DEC 30 1942 DEC 30 1942

WASHINGTON, Dec. 30.—A \$40,000 damage suit against the Southern Railway Co. and the Washington Terminal Co., charging that they were illegally denied dining car service, has been filed by two Negro women, Dr. Virginia M. Alexander, of Washington, and Mrs. Sadie T. Alexander, of Philadelphia, sisters-in-law.

The complaint said they were denied service Nov. 7, 1941, while on a train in the Washington Terminal, and again while the train was en route to Atlanta.

The railroad's action, it was charged, deprived the women of rights granted by the Interstate Commerce Act and the 14th Amendment to the Constitution.

Pittsburgh Courier  
Pittsburgh, Pa.

to the lower deck aft and made no further attempt to use the recreational facilities of the boat. Daily World Atlanta, Ga.

Chicago Defender  
Chicago, Illinois

# VA. LAW CITED IN DEFENSE

Woman Passenger Threatened and Forced to Lower Deck

MAY 30 1942

WASHINGTON, D.C., May 28 — Jim-crow laws of Virginia require the segregation of colored and white passengers.

That is the defense advanced by the Norfolk and Washington Steamship Company in its answer filed last Thursday in the suit of Miss E. Louise Madella.

In compliance with the Virginia Jim-crow law, the answer states, the steamboat company provides accommodations for colored passengers substantially equal to those furnished white passengers. Those accommodations, it is alleged, were available to and used by Miss Madella.

## ASK \$10,000 DAMAGES

Damages of \$10,000 are asked by Miss Madella, who charges that the act of the steamboat company in forcing her to go below to the lower deck aft was in violation of the Interstate Commerce Act which makes it unlawful for any interstate carrier to give any preference or advantage to any particular person or to subject any person to any undue or unreasonable prejudice or disadvantage.

The incident occurred aboard the steamboat Northland on May 28, while Miss Madella was returning to Washington from Hampton, Va. At the time she was sitting on the upper deck of the boat with a young woman companion reading a book. The steward approached her and told her she could not sit there because colored passengers were restricted to the lower deck.

She protested and refused to move. Later another officer came and told her she would have to move to the lower deck. She again protested and refused to move. This officer told her if she did not move, he would stop the boat, put her off and have her arrested for violating the Virginia Jim-crow law.

Miss Madella says she complained to the captain, T. J. Hewlett, who informed her that colored and white passengers were not allowed to ride together on steamboats in Virginia. She states he further informed her that if she did not move, the boat would be stopped at the next landing and she would be put off and arrested.

She asserts that she then went

MAY 30 1942  
Ruling Affects Traffic  
From Arlington, Va.

To Washington

WASHINGTON, D.C. Instructions have been issued to all employees of the AB and W Transit company which operates a bus line between Washington and Arlington, Va., that there must be no attempt to segregate passengers using the line because of race.

The action followed a conference among Dr. Leon A. Ransom, N.A.A.C.P. legal committee member, R. T. Mitchell, vice president of the bus company, Frank D. Reeves, N.A.A.C.P. Washington Bureau administrative assistant and Mr. Crawford, transportation manager of the company.

MAY 30 1942

The ruling affects traffic to and from Washington and Arlington, and follows the executive order banning discrimination of federal employees, rather than the Virginia law which requires segregation.

The bus company was first approached by Dr. Ransom, Tuesday, May 19, after seven War Department employees reported to the N.A.A.C.P. offices that they had been evicted from a bus because they refused to accept seats in the rear.

Immediately after the company's announcement the N.A.A.C.P. notified the War Department of the situation and is insisting that that department take steps to make sure the practice become permanent.

## WOW! WHITE MAN IGNORES JIM CROW LAW, FINED

WASHINGTON, D.C.—(AP)—Jim crow in reverse made front page news here last week when Louis P. Birk of the Boulevard Apartments in Alexandria, Virginia, was fined \$10 for violating the race separation law as applying to bus traffic from the district to adjacent Virginia.

Birk was occupying a seat on the long rear bench when the conductor asked him to move up in the bus. He refused saying he was satisfied. The conductor turned his name and person over to the first Virginia policeman he met. Birk pleaded guilty and was fined paying cheerfully. This is one of the few cases of Jim crow in reverse and created quite a sensation in court.

30-1942

FLORIDA

# Weekly Jimcrow Tale Stars People's Voice Mere Slip of a Schoolmarm

Special

Southerners are finding that Negroes are getting away from doing what they're told, no questions asked. Every day someone below the M-D line is amazed because a darker-skinned person has the gall to contest a dictatorial order. This time it was a mere slip of a school teacher, Mrs. Vinetta M. Thompson, who makes her home at 3138 Heath avenue, the Bronx.

This particular stand against crackerism took place, as it quite often does, on a railroad train, northbound out of Miami. Mrs. Thompson, who does vocational guidance work at PS 139, Manhattan, is on sabbatical leave. Part of it she has spent at Nassau. After airlining to Miami from Nassau, she went to the Seaboard railway, half expecting that a compartment had been reserved for her. One hadn't, but she had her choice of an upper or lower in the pullman, and took the upper. *APR 25 1942*

While conversing with white passengers in the club car (she was traveling alone), two big, burly conductors beckoned to her, indicated that they wanted to speak with her. She nodded permission, continued her conversation. The conductors were evidently surprised that Mrs. Thompson didn't come to them, stepped through the door of the car, where they could speak privately with her, beckoned again.

Curious, Mrs. Thompson went toward them, waited. The two more-than-six footers came into the car. Mrs. Thompson is four feet eleven - and - a - half inches tall, weighs 118 pounds.

A familiar scene re-enacted itself. "You can't sit in here!" "Oh yes, I can." *APR 25 1942*

Mrs. Thompson won.

"You were marvelous," other travelers on the train told her. She was the only Negro on it.

While she was eating in the dining car, Mrs. Thompson's luggage was taken to a compartment, in what seemed suspiciously like a move to isolate her from the rest of the passengers, who were enjoying her company, enjoyed it to the end of the trip.

A letter which Mrs. Thompson sent to Seaboard after her return

*New York, N.Y.*

Mrs. Vinetta M. Thompson, who makes her home at 3138 Heath avenue, the Bronx.

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Most significant remark during this incident was that made by Mrs. T's Filipino porter.

"This is my last day," he told her. "I have to leave my job to go to war. And what for? This kind of democracy?"

*APR 25 1942*

30-1942

Argus  
St. Louis, Missouri  
**Holds Four Roads Denied Fair Travel**  
FEB 13 1942

WASHINGTON, Feb. 6—C. S. Stamps, a Kansas Cityian filed a complaint with the Interstate Commerce Commission against the trustees of the Chicago, Rock Island & Pacific Railway Company and against the Atchison, Topeka & Santa Fe Railway Company, the Burlington & Quincy Railroad Company and the Gulf, Colorado & Santa Fe Railway Company, charging discrimination in train accommodations. The complaint was a parallel in nearly all respects to that of Representative Mitchell of Chicago against the Rock Island Railroad last November in an appeal to the Supreme Court from the Interstate Commerce Commission's decision against Mr. Mitchell three years earlier.

Cite Mitchell Case

The commissioner, after its original decision had been reversed by the Supreme Court, reconsidered it and ordered the Rock Island to cease and desist from the practice of providing to Negro firemen and engineers on certain Southern railroads the accommodations which were inferior to those for white passengers. Its order as worded, however, applied only to the specific complaint made by Representative Mitchell, which was against the accommodations furnished by the Rock Island to Negro passengers within the meaning of the term "defense industries" as it is used in the executive order 8802 and that any carrier whether interstate or local, which contracts formally in writing to carry troops or equipment holds a "defense contract" and is therefore subject to the obligations imposed upon defense contractors by Section 2 of the executive order.

**'A General Practice'**  
Mr. Stamps alleges that he bought a first-class ticket in Kansas City for Houston, but that instead of being furnished first-class accommodations he was cared for in a car "used for baggage and cooking and carrying of freight and express."

**FEB 13 1942**  
He accuses the roads cited of giving "undue and unreasonable preference and advantage to certain white persons" and says they subjected him to "undue and unreasonable prejudice and disadvantage" in that while white passengers with identical tickets were transported in cars equipped with clean towels, wash bowls, upholstered seats, smoking

rooms, lounging rooms, writing materials, reading matter, valet service and other appurtenances, he was compelled to ride in a car "possessing none of the aforementioned facilities, but being hot and without windows or ventilation had having express and freight and livestock and hot kitchens and dirty facilities and non-toilet facilities."

**FEB 13 1942**  
He alleges that it is the general practice of the defendant roads to furnish such unequal accommodation in similar circumstances and asks that they be required to cease such discrimination.

Chicago Defender  
Chicago, Illinois

**League Hails Court Ruling**  
MAR 7 1942  
**On R.R. Case**

NEW YORK—The department of industrial relations of the National Urban League, through its secretary, Franklin O. Nichols, this week hailed as a signal victory for Negro firemen and engineers on certain Southern railroads the opinion furnished by John Lord O'Brien, general counsel of the Office of Production Management.

This opinion held that common carriers of nationwide importance such as railways operating in interstate commerce are included within the meaning of the term "defense industries" as it is used in the executive order 8802 and that any carrier whether interstate or local, which contracts formally in writing to carry troops or equipment holds a "defense contract" and is therefore subject to the obligations imposed upon defense contractors by Section 2 of the executive order.

**MAR 7 1942**

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Black Dispatch  
Oklahoma City, Okl.

**The Dangers of Jim Crow**

**MAR 7 1942**  
A fine example of what we discussed last week, in connection with Jim Crow travel in the South, was exposed last Saturday near Ardmore when the north bound Santa Fe passenger train was derailed, the engine and the two front coaches going into the ditch.

On that very train was Marian Anderson, incomparable song bird, but Marian Anderson was occupying car nine, with drawing room accommodations. Car nine remained on the tracks, while cars one and two went into the ditch.

The question is whether or not the State of Oklahoma is guaranteeing the same measure of safety to Negro passengers as to whites, when Negroes under existing laws and rules are forced to ride in the front while white passengers ride in the rear.

If you have not been paying attention to this type of statistics, put a little time in noting train wrecks in the South. Observe the number of Negroes who die from the impact of the car coming from the opposite direction, while riding in the half baggage and passenger compartment up on the front end, down in Dixie.

**MAR 7 1942**  
There's nothing about separation that will make for equality. The whole theory of Jim Crow is based upon the idea and notion that one human being is better than another. Added to this damning indictment of the practice comes knowledge and experience that accommodations under such conditions are never equal.

The passenger, when he pays his fare, should be left to determine where he desires to sit in the car. One of these days we are going to adopt Old World practice, which designates different types and classes of fares. Under such a system a man can determine for himself where he wants to ride and the type of service he will buy.

**MAR 7 1942**  
Is it not a shame that any German saboteur bent on wrecking our Oklahoma City plane industry, could ride into Oklahoma City in a Pullman, survey the oil fields and our defense industry from the observation car, while the black trooper coming in on the same train to visit his relatives must ride in the dangerous Jim Crow car ahead?

All of the Negroes in the United States are not fortunate like Marian Anderson. They do not have a white manager to proceed in front and secure drawing room accommodations when they travel. Millions of them would like to ride in chair cars a few coaches back from the engine and where they could recline at ease and perhaps steal a nap like their white neighbors. The black man's dollar, here in America, should have the same exchange value as that of anyone else. Do you think the black man's dollar buys the same service on railroad's as does the white man's?

**MAR 7 1942**  
We talk about Mississippi, Alabama and Georgia as being just beyond the borders of civilization, but the truth is that in these states Negroes ride on Pullmans every day and every night. This writer has rid 'en in a lower from Memphis to Birmingham, and two years ago we rode from Greensboro, N. C., into Atlanta in "Lower 13." When will Texas and Oklahoma decide to lift black citizens up to the level of pet dogs?

Chicago Bee  
Chicago, Illinois

**CURRENT OPINION**

**MAR 1 1942**

**EQUAL ACCOMMODATIONS**

**MAR 1 1942**  
C. S. Stamps, a citizen of Kansas City, Missouri has filed a complaint before the Interstate Commerce Commission, charging the Rock Island Railroad with furnishing Negroes inferior accommodations for first-class passenger tickets to those furnished to whites with first-class tickets. The suit is of particular interest to Texas Negroes, because the charge arises out of the accommodations furnished from Dallas to Houston. It is known that on the "Zephyr" Negroes get accommodations little better than those furnished for cattle or fowl.

**MAR 1 1942**  
Basically, it is the same charge filed by Congressman Mitchell, which ultimately terminated in the famous decision by the United States Supreme court, holding that Negroes could not be denied Pullman service in interstate traffic, and which gave to Congressman Mitchell the right to receive equal accommodations for first-class passage as those given to whites. Congressman Mitchell's suit happened to be decided by the Supreme Court primarily on the question of interstate traffic, Mr. Stamps' suit will decide the question of equal accommodations intrastate, and if it terminates favorably to him, will be a boon to Negroes in Texas as well as in other southern states.

**MAR 1 1942**  
Incidentally, it will end discrimination against the S. P. That road spent much money to comply with the law by giving Negroes the same accommodations as the whites even on the "Sunbeam." To let the Rocket get by with a baggage car is to penalize the S. P.

**MAR 1 1942**  
It will be a matter of embarrassment to Texas Negroes that a Missourian had to file the suit. Negroes in Texas have been complaining about the accommodations furnished on the "Zephyr" to Negroes for years, but none did anything about it. As is so often the case with needed reforms, there were many to complain but none to take action in the state. For us in the state Hamlet's query become pertinent again.

**MAR 1 1942**  
"Whether 'tis nobler in the mind to suffer the slings and arrows of outrageous fortune or to take arms against a sea of troubles and by opposing end them." —Houston Informer.

# "TREAT ME IN TRANSIT AS YOU WOULD A HOG OR COW," SAYS CHICAGO CONGRESSMAN

Capacity Audience Hears Illinois Representative in Gripping Address at Douglass High School

MAY 2-1942

## SAYS NEGROES SHOULD EXERCISE RIGHTS

"As I look about this audience, I want to say to the committee having this meeting in charge, you have fallen down on the job in not having members of the other race present. The whites should be here," declared Congressman Arthur W. Mitchell, speaking to a capacity audience which jammed and packed the Douglass high school auditorium Wednesday evening. The meeting was presided over by Editor Roscoe Dunjee, and the occasion was the closing feature of the two-day celebration of the Negro Chamber of Commerce.

"You would not put a bandage on your ankle if the trouble was in your wrist, and that is precisely what we do when we meet alone to discuss American problems. The effort should be made to get white and black together, because when the time comes when we settle vital problems affecting all citizens in this country, it will result from a unified program adopted by both races," declared Mitchell.

The congressman, coming at 8:15, with more than 100 guests from the cafeteria of Douglass high school, where the Housewives League and the Junior Chamber of Commerce had enjoyed more than an hour feasting at a delightful banquet, was seated in front of the platform while the Douglass high school band played several numbers and the chorus and orchestra rendered excerpts from the opera "Martha," under the direction of Mrs. Zelia N. Breaux. The formal program opened with the audience singing

"America," led by Dr. W. L. Haywood. The invocation was rendered by Rev. S. E. Kolen, pastor of Avery Chapel A. M. E. church.

Seated on the speakers row with Congressman Mitchell were Miss Isobel Lawson, national race adviser, National YWCA, New York City; Forest Anderson, Earlsboro; J. W. Sanford, president of the chamber; Mrs. Lucy Winslett,



ARTHUR W. MITCHELL

president of the Housewives League; Dr. G. Lamar Harrison, president of Langston university; Dr. W. L. Haywood, Mrs. Marie Robinson, Dr. Allen P. Bethel, Rev. S. E. Kolen, Mr. Joseph Fisher, Attorney H. McKinley Rowan, Mr. Conrad Caldwell, Mr. Thomas Edwards, Prof. F. D. Moon, A. H. Goings, Frederick.

"I have been asked to talk about the recent decision I won in the Supreme Court of the United States relating to separate coaches and waiting rooms, and while I am going to devote a deal of time talking about that notable decision, I feel no meeting should be called in America today without talking about world conditions and our responsibility as citizens in winning in this great struggle.

"I say to this large audience tonight, let no man do a larger part in this conflict than Negroes. We want no slackers at home. If we lose this conflict, the American Negro is through. Just as Hitler hates Jews and minority groups in Central Europe, so also he hates Negroes in the United States, and perhaps more," declared Congressman Mitchell as he told of the prejudiced attitude of the German führer, when Jesse Owens won in the Olympic games.

"This is your country and Negroes must do their part, paying no attention to folk who talk about other countries. You know Paul Robeson went over to Russia and he came back telling about what he considered a great country over there. I notice, however, that Paul Robeson is back here and not over there, trying to make a living for himself and family."

The doughty congressman turned away from his audience and looking towards the platform guests said, "I'm against ministers, lawyers and politicians of any stripe who in this hour take the role of appeasers. While I say that this is our country and that we should fight for it, I want to say the same thing here that I said in the Democratic National Convention in Chicago. Roscoe Dunjee, who sits on this platform, was there and heard me say it. I said then, and I say now, that the American Negro assumes his responsibility in American life, and in return he wants every right and privilege given to any other unit of citizenship."

Taking a rap at the previous all-white policy of Australia, Congressman Mitchell said, "Negroes could not get to Australia before this war started, but today thousands of black boys from America are welcomed there. This war is teaching white people lessons about democracy we did not learn in the atmosphere of peace. In this hour Negroes must be patriotic realizing that eternal vigilance is the price of liberty."

"This is a great country. It gives the black man his greatest opportunity in this world, and the thing the Negro must learn is to think more about responsibility and duty in citizenship. I have been to

a lot of meetings where Negroes talked about their rights, but I have been in few meetings where

Black Dispatch  
Oklahoma City, Okla.

## Gets Check From Railroad After Complaint Made

### St. Louis Minister To Carry On Fight For Equality In Service

ST. LOUIS MAY 2-1942 Rev. W. A. Cooper, pastor of Metropolitan A. M. E. Zion church here, has received a check from the Southern Railway of Washington, D. C. for the refusal of attaches on the road to serve him breakfast on a train en route from Atlanta to Salisbury, North Carolina, on the morning of June 1, until all of the white passengers, who had desired to do so, had finished their breakfast.

The check was made out to Dr. Cooper and Attorney Henry D. Espy to the sum of \$10. The voucher states: "For full and final settlement of all claims of whatsoever nature growing out of experience on Southern Railway dining car train 34 leaving Atlanta, June 1, 1942, and all results following said occurrence."

Doctor Cooper, in commenting upon the settlement given him in this instance, which took place without court action, said it was not the amount of damages he was interested in but the principles for which he fought.

He asserted that he intended to keep up this battle until the question of discrimination in serving on dining cars was abolished in keeping with the federal statutes.

The prominent minister said he has information from reliable sources that some of the railroads are beginning to change their policies in respect to serving colored passengers in the South.

This is his second settlement from Southern railroads for discrimination.

"This is a great country. It gives the black man his greatest opportunity in this world, and the thing the Negro must learn is to think more about responsibility and duty in citizenship. I have been to

30-1942

New Republic  
New York, N. Y.  
Back to Jim Crow

A few months ago the United States Supreme Court handed down a decision regarding the status of Negroes making interstate railroad trips. The Court held that a Negro paying a first-class fare is entitled to first-class accommodations throughout his journey, despite the Jim Crow practices of the Southern states. No doubt most Americans thought that this issue was now settled, but it turns out that this is not true. The Interstate Commerce Commission, it is reported, accepted the Court decision as applying only to the individual case of Representative Mitchell of Chicago and to the state of Arkansas. Now several other and similar court actions have been entered by Negroes who have been refused the accommodations for which they had paid. We hope that this time the question can really be ended, so far as the law is concerned. As long as it is not, we are making a mockery of the theory that we are fighting for democracy, and are giving aid and comfort to the enemy thereby.

FEB 16 1942

Chicago Defender  
Chicago, Illinois

## PASTOR'S SUIT CAUSES ICC TO LAUNCH PROBE

Road Moves Seats From  
Baggage Car; Provides  
Coach Section

MAY 30 1942  
WASHINGTON (AP) — In a decision lacking in clarity, the Interstate Commerce commission last week recommended that the commission find accommodations provided by the Chicago, Rock Island and Pacific

railway to a Negro clergyman last June were discriminatory and pre-

judicial.

Because the road since has set aside eight seats in a regular coach section for Negroes, the examiner recommended that the complaint be dismissed.

Rev. C. S. Stamps of Kansas City had complained that he was forced to sit in an unventilated baggage car compartment set aside for Negroes on the railroad's crack streamliner, "The Rocket."

He further stated in his claims that he held first class ticket and in spite of this protestations, was humiliated and compelled to ride in the baggage car.

The investigation sustained the minister's statement, but the railroad to avoid further difficulty ordered the eight seats in a regular coach set aside for Negro patrons.

GENERAL

Pittsburgh Courier  
Pittsburgh, Pa.

## Pursuit Of Democracy

SEP 12 1942

BY MARJORIE MCKENZIE

IN WHICH A COLUMNIST  
WRITES OF AN INCIDENT  
WHICH HAPPENED IN DIXIE

THE war has brought, along with many other dislocations and alterations in normal living, a great overburdening of our transportation systems. For the Negro traveling in the South, this has meant new hazards imposed on the old ones, new interpretations of Jim-Crow based on the expediency of the moment, to the point where any venture

below the Mason-Dixon line is an unpredictable experience fraught with discomfort and danger. Civilians can stay at home, but there are countless in the back reserved for colored Negroes in the Army, in the Government, in allied services, wait right where she was. Mean- is an awfully bad time for you to who must use while she noticed that there were doing this." When told that the southern railroads. Washington is the terminal of many women companions arrived harrowing journeys. Of the endless stories that have been together, to which Henrine said told about them that at least they could sit down. FINALLY, the conductor told Miss

here is one that One of the soldiers, a sergeant, Ward that she would be served is full of the turned to her and asked if she but that he would wire ahead to extremes, the meant that she could not sit in have her taken off the train. Hen- conflicts, the one of the empty seats. When she rine then turned to the quiet and replied that she could not, he in-crowded diner and inquired if any- vited her to have breakfast with one would be willing to witness him and his friends, saying: "As the insult. No one said a word.

much as the USO does for us sol- There were 19 Army men present, This experience is recounted by diers, we can at least see that including a major, two captains Miss Henrine Ward, now in Red you get a meal." Soon a table mid- and five lieutenants. Feeling that Cross uniform and waiting to be way the dinner was empty and the the battle was lost without sup- section for Negroes, the examiner sent to England. Henrine is from sergeant seated his party, giving port, Henrine retreated, but not handling the investigation recom-mended that the complaint be dis-missed.

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Chicago and is well known as an Henrine a seat near the window, without this parting quip to an indefatigable and inspired group One of the soldiers, a young boy officer who had directly refused, social worker, YWCA secretary from Georgia, observed happily in upon her further questioning, to and teacher. She has just left a a broad drawl: "Lawd, my folks be a witness: "Captain, I feel sorry

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for you because you wear an American uniform and you THINK you are fighting for democracy."

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Chicago and is well known as an Henrine a seat near the window, without this parting quip to an indefatigable and inspired group One of the soldiers, a young boy officer who had directly refused, social worker, YWCA secretary from Georgia, observed happily in upon her further questioning, to and teacher. She has just left a a broad drawl: "Lawd, my folks be a witness: "Captain, I feel sorry

for you because you wear an American uniform and you THINK you are fighting for democracy."

SEP 12 1942

MISS HENRINE WARD

TAKES WITNESS STAND

Because the road since has set aside eight seats in a regular coach section for Negroes, the examiner recommended that the complaint be dismissed.

Miss Henrine Ward, now in Red you get a meal." Soon a table mid- and five lieutenants. Feeling that

Cross uniform and waiting to be way the dinner was empty and the the battle was lost without sup-

section for Negroes, the examiner sent to England. Henrine is from sergeant seated his party, giving port, Henrine retreated, but not

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for you because you wear an American uniform and you THINK you are fighting for democracy."

SEP 12 1942

MISS HENRINE WARD

&lt;p

# Pol Taxers, Railroads Threaten to Block F.E.P.C. Jim Crow Probe

*New York, 1942*

*Nov. 30 1942*

The Fair Employment Practice Committee's hearings into discrimination against Negroes by the railroads is in danger of sabotage. Previously, there have been hints, but now the evidence has become stronger. Since the drive against discrimination on the roads is the spearhead of the whole movement for job equality, the entire movement is in danger. It is in danger from the lynch-artists, the pol-taxers and the Negro-haters, who are on the offensive against American democracy. Already we have seen them strangle the Senate for ten days with a deliberate sitdown strike against the war effort.

taxers and the rail companies, the ODT has apparently given in, and has passed the pressure on to the FEPC to "take it easy." Where McNutt, War Manpower Director, stands on this matter, it is impossible to say. McNutt has formed no coherent manpower policy of any kind. But we will not forget that he jumped in with the National Association of Manufacturers in the hue and cry for a labor freeze.

The demand must go up from the workers of the whole railroad industry: We call for a complete investigation of discrimination on the railroads. We call for action to enforce Executive Order 8802. We demand equal democratic rights for every citizen.

**STOP,  
LOOK,  
LISTEN**

Their attempt to sabotage Executive Order 8802 is part of their attempt to isolate the Negro people from the rest of the American people.

At the same time, they are increasing the danger of a breakdown of our transportation system due to a shortage of manpower—a crucial sector in the war effort.

## Why Postponed?

Last week word came that the President's Committee had postponed its railroad hearing from Dec. 7 until Jan. 26. The reason given by members of the Committee is that the case had not been adequately prepared, and more time was necessary. But the question arises, why wasn't the case prepared?

There appear to be three reasons.

*Nov. 30, 1942*

First, the Committee was unable to gather a staff large enough to launch a real national investigation.

Second, it was put under pressure not to launch an investigation at all, but to sit in Washington and wait for complaints to come in of their own accord.

## Pressure on FEPC

Third, when the Committee was moved into the War Manpower Commission, there resulted two months of confusion when the members didn't know whether the Committee would have any power, any money, or even continue to exist. Almost nothing was done on the railroad case during that time.

Now at last the position of the FEPC is beginning to clear up. President Roosevelt has declared the shifting of the Committee into the War Manpower Commission was purely for convenience, and has reaffirmed its complete authority to apply Executive Order 8802. Members of the Committee say they are ready now to continue the drive against discrimination.

But at the same time, pressure on the Committee to bury its rail hearing is also increasing.

Where does that pressure come from?

From two sources mainly.

One source is the poll-tax white-supremacy gang. We're not likely to forget that Governor Dixon of Alabama turned down war contracts for his state because of the no-discrimination clauses in the contracts. And we won't forget the Democratic State Chairman of Alabama who wrote that he could not collect Democratic Party funds because "such a thing as having the white boys and girls of our section working side by side with Negroes in filling government contracts, or any contracts, is unthinkable. . ." Congressmen of like mind are turning on the heat in Washington.

The other source is the railroad companies themselves. Most of them have always favored disunity among their workers, and now despite danger to the war effort they still favor it. Very clearly the companies also are putting on pressure in Washington. And to our undying shame as American railroad workers, some of our own union officials have helped them do it.

*Nov. 30, 1942*

## Action Needed

The hearing and the whole job equality movement are in danger. We must act now to save them. To the joint pressure of the poll-

# McNutt Hits Bias On Railroads

*New York, New York*

Manpower Commission Chairman Paul V. McNutt yesterday appealed for an end to anti-Negro discrimination in employment on the railroads.

Mr. McNutt addressed the meeting of the railroad division of the American Society of Mechanical Engineers.

"Prejudice and discrimination which limit the use of Negroes must go down," he said. "By direct negotiation with employers and unions we have greatly reduced discrimination against Negroes and other minority groups. There are more Negroes employed today—both absolutely and proportionately—than ever before in our history."

McNutt made no direct reference to the anti-Negro bars in the constitutions and practices of a number of railroad unions, nor to the specific practices of the employers, but he suggested that "railroad management and railroad labor must join in analyzing the hiring practices and the employment traditions of their industry."

"Were the employment practices of many railroads to be applied to American industry as a whole," he continued, "millions of American Negroes, instead of turning out the ships, shells and planes and guns America needs for victory, would be immobilized for the duration of the war."

McNutt also made a plea for employment of women on the railroads. He said that only about 3 per cent of the workers in rail transport are women against 21 per cent in air transport.

## Action Needed

The hearing and the whole job equality movement are in danger. We must act now to save them. To the joint pressure of the poll-

30-1942

afro-American  
Baltimore, Maryland

**AMEZ Worker**

JAN 3 - 1942

**Runs Afoul of  
Ga. Jim Crow**

(Photo on Page 2)

JAN 3 - 1942

JACKSON, Miss. — Martin L. Harvey, Jr., of New York, national director of Young People's Work for the AME Zion Church who has traveled extensively both in the United States and abroad, ran afoul the Jim Crow system of Southern railroads last week, but apparently emerged the victor.

According to reports, Mr. Harvey was en route from Greensboro, N.C., to Atlanta, Ga., aboard the Southern Railway Company's crack streamliner, the Southerner, when the incident occurred.

After eating breakfast in the diner, Mr. Harvey reported having spent more than an hour in the lounge car before an offended white passenger protested



MARTIN L. HARVEY, JR.

Court decision in the Mitchell case.

JAN 3 - 1942

**Violence Threatened**

Despite alleged threats of physical violence to which Mr. Harvey countered that he would sue the company, he remained in the car until its arrival in Atlanta.

## GEORGIA

Protests have been posted to the Interstate Commerce Commission and to the Southern Railway Company, Mr. Harvey stated.

Atlanta Ga. Journal  
January 28, 1942

### LET US BE FAIR

Editor, The Journal: I am writing this with the hope that a great many white people who have thoughtlessly been uncivil to Negroes in busses and street cars might read it and change their attitude. Negroes must pay the same fare as whites and often must stand unnecessarily when a white person refuses to move up front where there are several vacant seats. I've seen this happen on busses which run through Ansley Park and have heard various servants complain about it. Just this morning my maid told me that she asked a white passenger very politely if she would please move up and she was promptly ignored. They are expected to do their part in defense work and have been known to die for our country. Let's all remember those things and try to be fair.

MRS. LEWIS McKOIN.

64 Montgomery Ferry Drive, N. E.

Atlanta Ga. Journal  
March 21, 1942

## CAB ORDINANCE UPHELD BY COURT

A City of Atlanta ordinance requiring taxicabs to transport either white or Negro passengers exclusively, and not alternately, Saturday had been upheld by the Georgia Court of Appeals in a split decision.

A majority opinion contended that taxi transportation is a privilege that a state or city may give or withhold and that constitutional provisions have no reference to mere concessions or privileges. It set out that since the city could prohibit cabs from using its streets entirely, it could prescribe conditions for such use.

A dissenting opinion by Judge Hugh MacIntyre held the ordinance to be an infringement of a person's right to contract, his right to labor and to render service for money.

William Bunn, who was convicted of violating the ordinance, attacked its validity under due process and equal protection clauses of federal and state constitutions. He was fined \$25 and costs in the Atlanta City Court. The ordinance, besides prohibiting cabs from carrying members

those for Negroes, and all such machines must display signs showing which race they serve.

of both races, provides that white drivers must drive white cabs and Negro drivers must chauffeur

Daily World  
Atlanta, Georgia

# Fisk Student Brings Suit In Railroad Attack

JAN 11 1942

## Jaw Fractured When Beaten By Train Brakeman

CHICAGO—(AP)—A suit was entered against the Chicago and Eastern Illinois railway here by James W. Tyler, senior at Fisk University, Nashville, seeking heavy damages as result of the conduct of C. H. Morris, white brakeman of the company who viciously attacked and broke Tyler's jaw. The incident occurred when Tyler was enroute to this city December 19 to visit his relatives, Mr. and Mrs. Robert A. Gole.

According to Tyler's story, 30 students left Nashville, but Tyler and his roommate, Roscoe C. Bryant, Jr., of Tulsa, Okla., missed the train, and had to make connections with it later at Evansville, Ind. The two young men questioned Morris regarding the whereabouts of the students who had left the train and gone into the station.

Morris is reported to have said, "I'm not interested in your people, so get the hell outa here."

With the return of the group to the train, Tyler was approached by Morris in the vestibule of the coach and without warning knocked down. Before anything could be done, Morris fled to the next coach.

John Arrington, Harvey Proctor and Roscoe Bryant took Tyler in the coach where Morris had seated himself with Conductor Sears and asked for an explanation for the attack to which Morris declared, "I'll explain" and dealt Tyler another hammer-like blow to the jaw, breaking it.

No attempt by Conductor Sears was made to restrain Morris, but he wired ahead to Terre Haute to have a physician meet the train

with four policemen to arrest Tyler. Police refused to arrest Tyler after hearing the facts of the case, but two of them rode to Chicago with the student to prevent trouble.

Upon arrival in the city, Dr. Edward Beasley was secured by the Coles to examine the student's jaw, which had swallow almost twice its size. The doctor's examination revealed that his jaw was badly splintered, deafness had set in the left ear, and the sight of his left eye was impaired. He was rushed to Provident Hospital where he remained 10 or more days for treatment. Tyler returned to school last week, but is still under the care of physicians at Meharry hospital, near Fisk's campus.

Claim agent for the railroad, H. B. Wise, sought to compromise the case by acknowledging the misconduct of the brakeman, but offers for an out-of-court settlement were turned down by Atty. James B. Cashin, who represents Tyler.

Chicago Defender  
Chicago, Illinois

## 4 FLOUT JIM CROW RULE ON PENNSY TRAIN

Ride Observation Car,  
Cite Mitchell Case  
For Support

DEC 26 1942

Carl Hansberry, Chicago realtor, related this week how he defied arbitrary Jim Crow regulations against Negroes established by the Pennsylvania railroad on its crack all-coach train, the Southwind.

The train is the same one which Revs. Junius C. Austin, pastor of Pilgrim Baptist church and William McDowell, of Mt. Vernon Baptist church refused to board on December 10, when their reservations were switched to a Jim Crow coach when it was discovered they were Negroes.

Another Negro who had made reservations on the same train was

Hansberry, who like the others was enroute to the National Baptist Convention meeting in Nashville from December 9 to 11.

### Eats In Diner

However, instead of refusing to ride the train, Hansberry boarded the observation car where he rode straight through to Nashville, eating in the diner about 40 miles from his destination.

With three ministers, Revs. J. H. L. Horace, president of the Illinois State Baptist convention; Louis Rawls, pastor of Tabernacle Baptist church, Chicago, and Carl

Hansberry, wealthy Chicago realtor, refused accommodations on the crack streamliner, the South Wind. Meanwhile three other ministers, Revs. J. C. Austin of the Pilgrim

Baptist church and William McDowell of the Mt. Vernon Baptist church swore out the arrest warrants which they will serve on E. M. Holt, general passenger agent for the Pennsylvania Railroad, within a few days.

Before Judge Mason Sullivan in Desplaines street court, the ministers, accompanied by their attorney, George C. Adams, charged Holt with wilful violation of the state civil rights act.

In spite of objections raised by John Connery, assistant state's attorney, the warrant was signed by Judge Sullivan.

### Seats Changed

The action of the ministers is based on an experience on Wednesday, Dec. 9, when they went to board the Miami-bound train for Nashville, Tenn., where they were to attend a religious conference.

Both, according to their statements, had made reservations previously by phone and claimed them at the window when they purchased their tickets.

At the train gate, however, the man in charge of reservations informed them, they said, that the only seats available for them were on coach 1, half of which is for baggage.

The ministers said they were told that reasons for this action were that Negroes prefer riding together and that being seated in the Jim Crow car here would save them the inconvenience of having to be transferred to it after reaching the South.

### Refuse To Ride

Both ministers refused to ride the train and turned in their tickets. Saturday, however, after deciding to take action against the railroad, Rev. Austin purchased another ticket on the same train and was again refused. The gatekeeper this time informed him that he was acting on orders from Holt. Rev. Austin retained the ticket as evidence.

Holt, contacted Thursday by the Chicago Defender, denied having issued such orders, and claimed ignorance of any Jim Crow seating north of the Ohio river. The policy of the company he said is to

Get Writ Under Illinois  
Civil Rights Act;

4 Others Sue

DEC 26 1942

# Judge Issues Warrants For Railroad Agent In Cases Of Alleged Discrimination

DEC 26 1942

*The Informer, Houston, Texas*

## Of Alleged Discrimination

CHICAGO (AP)—

Arbitrary jim crow regulations established against Negro passengers by the Pennsylvania railroad on its crack train, the South Wind, were attacked on two fronts this week by prominent leaders who have been affected by the discrimination within the past two weeks.

The Revs. Junius C. Austin, pastor of Pilgrim Baptist church, and William McDowell of Mount Vernon Baptist church swore out warrants for E. M. Holt, general passenger agent for the Pennsylvania railroad, in the Municipal courtroom of Judge Mason Sullivan this week because they were refused first class seating accommodations for which they had paid.

Carl Hansberry, local realtor, and the Revs. J. L. Horace, president of the Illinois State Baptist convention, Louis Rawls, pastor of Tabernacle Baptist church, and I. A. Thomas, a minister from Evanston, arranged an appointment with Atty. Gen. George Barrett to seek an indictment of the Pennsylvania railroad for attempting to force Negro riders into jim crow cars at the Chicago terminal.

Each of the ministers and church laymen was bound for the National Baptist convention meeting in Nashville, scheduled for December 9-11. The refusal of a station attendant to allow the Revs. Austin and McDowell to ride in the first class car for which they had purchased tickets by telephone, prevented them from attending the important church meeting. The ministers were adamant in their determination not to ride in the jim crow coach.

Hansberry and his party were able to make the trip to Nashville only after they insisted upon occupying seats in the observation car from which they could not be barred because of their first class tickets. On their return journey they were given acceptable accommodations on the train after they had assured the conductor they would travel all the way to Chicago in the same car.

Atty. George C. Adams representing Revs. Austin and McDowell charged Holt with wilful violation of the civil rights act. Asst. States Atty. John Connery, white, object-

ed energetically but Judge Sullivan overruled him and signed the warrants that are expected to be served on Holt within the next few days.

DEC 26 1942

According to Rev. Austin's statement made both for himself and his colleagues, tickets were arranged for via telephone and were claimed at the ticket window by the delegation of two. Upon approaching the train gate however they were told by an attendant that the only seats available to Negroes were located in car 1.

Investigation revealed that car 1 was immediately behind the engine and a part of it was used for baggage. The ministers objected to the discrimination and were told that company officials were simply attempting to save them embarrassment after reaching the south and besides that Negroes preferred to ride together.

Austin and his friend refused to board the train and cashed in their tickets. The minister said he later purchased another ticket for the same train and was again refused on orders, the gateman said, that were issued by Holt. This latter ticket was held for evidence by the pastor.

Holt is later reported to have refused first class seating accommodations for which they had pressed no knowledge of jim crow paid.

The ticket agent said, continued these reports, that orders would be posted by him to end the coercion of Negro patrons into jim crow cars at the Chicago station.

Hansberry and his party who held tickets for the same train told the conductor they did not intend to sit in car 1 with its old fashioned double instead of single reclining seats, and because it was used to transport baggage.

The train's conductor was informed that the train's rates were uniform and that passengers were entitled to use of the observation class car for which they had purchased tickets by telephone, pre-

dicted them from attending the important church meeting. The passage was sought on the Chicago bound train for the return trip Hansberry and his party boarded the carrier armed with a statement

from his lawyer outlining his rights and citing the supreme court decision in the Mitchell case.

Chicago Bee

Chicago, Illinois

## MINISTERS LEAD ATTACK ON PENNSY R.R. DISCRIMINATION

DEC 27 1942

Arbitrary jim crow regulations established against Negro passengers by the Pennsylvania railroad on its crack train, the South Wind, were attacked on two fronts this week by prominent leaders who have been affected by the discrimination within the past two weeks.

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According to Rev. Austin's statement, made both for himself and his colleague, tickets were arranged for via telephone and were claimed at the ticket window by the delegation of two. Upon approaching the train gate, however, they were told by an attendant that the only seats available to Negroes were located in car 1.

### Car Used for Baggage

Investigation revealed that car 1 was immediately behind the engine and a part of it was used for baggage. The ministers objected to the discrimination and were told that company officials were simply attempting to save them embarrassment after reaching the South and besides that Negroes preferred to ride together.

Austin and his friend refused to board the train and cashed in their tickets. The minister said he later purchased another ticket for the same train and was again refused on orders, the gateman said, that were issued by Holt. This latter ticket was held for evidence by the pastor.

Holt is later reported to have

denied issuing the order and expressed no knowledge of jim crow practices north of the Mason-Dixon line. He stated that the policy of the company requires that Negro passengers be segregated only in states where statutory laws demand it.

DEC 27 1942

The ticket agent said, continued these reports, that orders would be posted by him to end the coercion of Negro patrons into jim crow cars at the Chicago station.

Hansberry and his party who held tickets for the same train told the conductor they did not intend to sit in car 1 with its old fashioned double instead of single reclining seats, and because it was used to transport baggage.

The train's conductor was informed that the train's rates were uniform and that passengers were entitled to use of the observation car and could not be forced to occupy seats in any particular coach.

When the convention ended and passage was sought on the Chicago bound train for the return trip Hansberry and his party boarded the carrier armed with a statement from his lawyer outlining his rights and citing the supreme court decision in the Mitchell case.

(Arthur W. Mitchell, congressman from the First Illinois District, Rock Island and other railroads because he was forced to ride in a jim crow car while passing through Arkansas while on a southern tour. The U. S. high court ruled in his favor.

The supreme court decision provides that equal accommodations be provided for all passengers of the same class without regard to race, creed or color. When the conductor was confronted with this weighty legal knowledge he arranged for other first class accommodations for the religious leaders, and they agreed to travel the remainder of the route in the train proper.

30-1942

INDIANA

Globe and Independent  
Nashville, Tenn.  
**Southern Lady**  
**Finds "Strange"**  
**Doing Up North**

130  
Indianapolis, Oct. 22—(AP)—  
After losing her seat on a bus because she had overstayed her rest period, a white woman recently demanded that the driver "make them darn niggers move," referring to two colored women who had taken the empty seat. When told that she had forfeited her right to the accommodation, she commented:

"We are in the north, aren't we?"

A reply from another passenger was: "You're dam' right we are." The white woman made herself contented in the rear of the bus.

OCT 23 1942

30-1942

## L & N. Denies Food Refused To Negroes

A categorical denial that Negro soldiers were refused food in a Bowling Green railway station was made by J. B. Hill, president of the Louisville & Nashville Railroad Company, in answer to charges made before Congress May 13 by Representative Bender (R., Ohio).

In his letter to Mr. Bender, made public yesterday, Mr. Hill asked that the statement be corrected "or at least be put in the record some appropriate way, as it is a serious reflection on the Louisville & Nashville Railroad Company and, in a sense, upon the city of Bowling Green."

~~J Denies~~ JUN 12 1942

Referring to the Bender assertion that the Negroes entered the station with the white soldiers for breakfast and were refused service, Mr. Hill said that the railroad did not operate an eating place in the station or anywhere else in Bowling Green and that the restaurant was about half a square from the station.

"... This restaurant has two dining-rooms with separate entrances, one for white patrons and the other for colored patrons, and is patronized by both white and colored persons without discrimination," he wrote. He added that Lieut. Gov. Rodes K. Myers made a personal investigation of the complaint and found it to be "wholly without support."

To Mr. Bender's allegation that "at noontime the call for lunch was made in every car except the car in which the nine colored soldiers were seated," Mr. Hill explained that no formal call to lunch was made in any of the cars as the diner was attached to the train shortly before noon and was filled immediately. No Negroes came to the diner, he said.

Says No Complaint Made

"If they had so applied, they undoubtedly would have been served, as we maintain separating curtains for that purpose in order to comply with the Kentucky law requiring separation of the races."

"So far as I can learn," he continued, "none of these colored soldiers has ever made any complaint, and yours is based solely upon the hearsay statements of

some ladies who were on the train. . . . I may add that since both in the Bowling Green restaurant and on the train separate facilities are provided for white and colored people, the ladies who told you of this incident could not have had personal knowledge of all the facts as to what happened, either at the Bowling Green restaurant or on the L. & N. train."

Pittsburgh Courier  
Pittsburgh, Pa.

## Sues R. R. For \$10,000 In Test

OCT 10 1942

LOUISVILLE, Ky., Oct. 8--Rev. J. O. Clark, Jeffersonville, Ind., filed a suit here last week against the Louisville and Nashville Railroad Company, challenging the railroad's rights to discriminate against Negro interstate passengers, and also challenging the inferior accommodations accorded Negroes while traveling in the South on trains and buses.

### STEWART REFUSES TO SERVE FOOD

The suit, asking \$10,000 damages from the company, charges that the Rev. Clarke rode from early on the morning of June 11 until

11 p.m. in the evening, on a trip from Louisville to Oklahoma City, without food or the opportunity to purchase the same. He alleges that he advised the train steward he was ill. In turn the minister was advised colored passengers were not, under the law, permitted to take seats in the dining car.

### UNABLE TO ATTEND

Rev. Clark, in his petition to the U.S. District court, further contends he requested that provisions be made for him to be served in the coach of his train but was told that there was no room for tables to be set up. When he reached Oklahoma City, he was ill and not able to attend to his duties as a member of the Education Board of the National Baptist Convention of America, Inc., which was in session there.

The suit charges the discrimination took place on the St. Louis and San Francisco Railroad, agent for the L. and N., from whom the ticket was purchased.

E. K. Walker, 602 West Walnut street, and Louis C. Taylor, Louisville attorneys, are representing the minister in the suit.

KENTUCKY

Daily World  
Atlanta, Ga.

## Pastor Wins First Round In Rail Suit

DEC 29 1942

### Petition of Railroad to Dismiss Damage Suit Is Denied by Judge

LOUISVILLE (AP)—Jim crow accommodations for Negro railroad passengers were set for a thorough airing later this week when Federal Judge Schakelford Miller denied the petition of the L and N railroad for dismissal of a \$20,000 damage suit.

The suit was brought by the Rev. J. O. Clark, prominent minister of Jeffersonville, who complains of discrimination on the road because of his color while an interstate passenger. Rev. Clark charged that he was denied meals on the diner while enroute to Louisville to Oklahoma City, and that on the return trip he was forced into a Jim crow coach with inferior accommodations.

Judge Miller in refusing to dismiss the suit said the minister was relying on a recent ruling of the United States Supreme Court which held that discrimination in carrier accommodations based solely on the color of a passenger's skin violated the Interstate Commerce act.

The railroad's plea that it was not responsible for the acts of attendants on the coaches because it was simply acting as an agent for the Frisco line was dismissed by the jurist. He held that the contention was no answer to the petition, because the high court's decision specifically stated that the carrier must comply with its ruling and furnish equal accommodations.

Hearing on the suit was set for date late this week.

30-1942

Afro-American  
Baltimore, Md.

## Bias Probe

## SEP 5 1942 Promised by Greyhound

NAACP to Protest  
Discrimination by  
Company's Drivers

### BALTIMORE

Two discrimination cases, one involving two soldiers, at the Greyhound Bus Station here over the past week end, will be investigated, Joseph G. Sills, white, managing director, told the AFRO Wednesday.

Drivers who ~~SEP 5 1942~~ found guilty of the offense claimed will be handled by the company, he said. However, both parties who filed protests with the NAACP and the AFRO were out of town Wednesday and only one, Samuel Bond of 1153 N. Carrollton Avenue, was due back Monday.

Bond told the NAACP that Driver No. 118 of a bus going to Washington yelled at him for taking a front seat Sunday afternoon. "Back seats are for colored passengers," the driver is alleged to have said.

SEP 5 1942  
Driver a Southerner

When Bond asked him "Since when?" the white driver is supposed to have insinuated that "he was from the South." He said that there were no seats in the back and the driver returned his ticket rather than let him sit in the front.

Miss Blanche Banks, who did not give her address for fear that she would lose her job at a nearby camp, told the NAACP that two soldiers with whom she was traveling were told by a driver after they had entered the bus going to Washington to stand while the bus was being loaded Sunday afternoon.

When the bus was filled, Miss Banks said, the driver ordered the three off, telling them to catch the next bus. She did not give the names of the soldiers.

### MARYLAND

but said that they were on their way to camp and the delay might have caused them to overstay their time limit.

Mrs. Lillie M. Jackson, president of the local NAACP, stated the organization would write letters to the War Department and also to the bus company protesting such treatment of colored persons, especially soldiers in uniform.

30-1942

# WHITE HOODLUMS THROW THREE RACE WOMEN OFF STREET CAR

*Pittsburgh Courier*  
Outraged Citizens Demand Action from Trolley Line—

One Young Girl in Delicate State  
Pittsburgh Pa. Shoved Off Car.

FEB 14 1942

ST. LOUIS, Feb. 12—Outraged and indignant race citizens are demanding that the Public Service Company take some adequate steps to put an end to conditions on street cars that have led to the second beating of a race person since the start of the year. Street Car Episode No. 2, however, has a more serious and grim aspect in that three young women of the racial group were forcibly ejected from a Broadway street car because several white youths objected to their seating themselves near them. ~~FEB 14 1942~~

And to add more fuel to the fire of indignation is the statement, attributed, according to police reports, to the white matron on one of the new streamlined cars on the Broadway line, that he didn't see or hear anything although he had to open the door to get out.

## YOUNG GIRL IN DELICATE STATE

Still further, one of the young women, Mrs. Prunett Jones, 17, who lives at 8309 Polk street, when examined at Homer Phillips hospital, was pronounced as being in a pregnant condition.

Riding with the young matron at the time on the south bound Broadway street car were two neighbors, Lula Williams, 16, of 8303 Polk street and Mildred Thomas, 14, of 8305 Polk street.

According to the stories they gave police, they were riding on the street car when three strange white men got on and sat down behind them. Then they started making disparaging and uncomplimentary remarks about Negroes and their opinions of Negroes being on the street car near them.

## GIRLS BEATEN B 14 1942

Then following a brief argument, one of the men said that he was going to throw the girls off the street car. He grabbed the Thomas girl, hit her in the head, kicked her where she had been sitting down, slapped the Williams' girl in the face and then snatched Mrs. Jones out of the seat and shoved them to the exit door.

It was at Koen avenue that the car was stopped and the three protesting girls put off the street car. Later, they were taken to Homer Phillips hospital where they were given emergency treatment for bruises and contusions.

MISSOURI

Black Dispatch  
Oklahoma City, Okla.

# WHITE SOLDIER SLUGS NEGRO TROOPER IN UNION BUS TERMINAL MONDAY NOON

*Golden Gloves* Buddy Comes to Rescue And Wins Another Kayo

## M. P. GIVES ADVICE REGARDING TRAVELING IN SOUTH

An unidentified white man who fled the union bus terminal after a severe beating Monday at 12:30 by a Fort Sill Negro trooper, and a member of the 31st Battalion, will long remember his encounter with Private Clois James Abbott, Topeka, Kansas.

Abbott, with two other companions, have been at Fort Sill for the past months, who were being transferred year and am extremely familiar with from Fort Sill to another military station, were just entering a booth Boyd, who is an unusually intelligent in the cafeteria at the bus station gent man, and who was in charge when the white soldier rudely of the other two soldiers in the shovels up against James Boyd, an transfer journey.

other Negro soldier. As Boyd "See the cashier," said the man turned around he smashed in at the information desk.

the face by the white soldier who "I went immediately to the desk with a volley of oaths shouted: in the restaurant and inquired if

You coons ought to realize you my meal ticket would be honored. are in the South. You have no "The cashier said 'Yes, go in that business in here.' booth over there,' and pointed to

"When I turned around," said the only unoccupied booth in the Abbott, "I saw that the white soldier was in a clinch with Boyd and two companions and went for them. that Boyd was being held so that It was as I entered the booth that he could not use his arms. I just I felt a violent shove and when I squared myself off and began to turned to face the individual who chop the gentleman down like I did had shoved me was struck in the it in the Golden Gloves contest in face."

Chicago," said Abbott, who said Boyd had a large knot on the left side of his face near the jaw bone.

he'd rather fight than to eat. "I don't know how many times I He said it was the only lick he received in the melee. He said the to spurt and just at that time another white soldier ran up and about 200 pounds and was holding pulled his friend away from Boyd," him in such a way he could not offer resistance.

Private Boyd, when he came to the Black Dispatch office Monday, language as he heaped upon my said that he left Fort Sill on an head and the first thing I knew my Oklahoma Transportation bus Monday morning and that when he arrived at the bus terminal he went

immediately to the information desk and inquired whether the bus lookers, but no one came to the assistance of the white man until his company served Negro troopers.

"My home is in Chicago, but I friend rushed up and dragged him away. A young woman standing

# NAACP Attacks Segregated Policy By Greyhound Bus

ST. LOUIS, Aug. 13—Hoping that their effort will effect a stamping out of such prejudiced policies before they get a widespread grip on the whole of the State of Missouri, the N.A.A.C.P. branch here has launched a determined drive to eradicate the separate waiting rooms which are being erected throughout the State by the Greyhound Bus company.

Atty. Sidney R. Redmond, president of the State body, disclosed Saturday that the more prominent leaders of the district have been appointed on five different committees which are aiding in the campaign to stamp out the segregated practices by bus officials. Chairmen of the various committees include Atty. Carl Johnson, Miss Lucille Bluford, Bige Wyatt, Marshall Kern and Elmer Jackson.

G. R. Miller, supervisor of the bus and truck department for the State of Missouri's Public Service commission, asserts that the bus line is meeting the State requirements for rest rooms, but insisted that as to whether or not such provisions were legal or otherwise would have to be obtained from the State Legal department.

So far, Atty. General Roy McKittrick, who could do nothing in the Sikeston lynching case, has not replied to several letters sent by the N.A.A.C.P. asking for an opinion as to whether or not such an act of preparing separate segregated waiting stations throughout the State of Missouri for Negro customers and passengers was in keeping with State and Interstate regulations.

Supervisor Miller, in his answer to an earlier query, cited the State law as follows:

"RULE No. 46. REST ROOMS TO BE PROVIDED. It shall be the duty of every carrier of passengers to provide and maintain adequate rest rooms and facilities at sufficient intervals for the accommodation of passengers which said rest rooms and facilities shall be kept clean and well-lighted and warm for the comfort and accommodation of the traveling public and in a sanitary condition conformable to the standard of the State Board of Health.

"Such carriers shall be required to stop at such rest stations at least once every two hours for a period of at least five minutes. Such carriers shall keep on file with the commission a list of locations giving facilities at such rest stations."

Also under fire is the persistent habit of many bus drivers in attempting to force race passengers to use the rear seats of their buses, many in Interstate trips, despite the absence of such Jim-Crow laws in Missouri. Sometime ago, one woman was badly mistreated because she sat beside a white woman.

near was quite evidently the white soldier's companion, and left the station with him.

"We walked out determined to find better quarters and some food, as we had had nothing to eat since 6 o'clock in the morning," declared Boyd, "and when we had walked about fifty feet a white MP rushed up and demanded to know where we were going.

"We were loaded up in the car and taken to the station where the MP immediately proceeded to tell his superior that we had started a fight down at the station.

"While I know it is not right to dispute your superior, I spoke up and told the officer in charge just what happened. I was not going to be attacked in a public place and then have a lie told about what happened right in my presence, and by an individual who was not present when the white soldier attacked me," said Boyd.

"Who told you to go in the booth?" demanded the officer.

"The cashier," said Boyd.

"Well, he might be from the North too, and did not know any better."

The officer then called up the cafe manager and asked him about the incident. But according to Boyd, the cafe man disclaimed any knowledge of what happened. He further said under questioning that none of his waitresses saw it.

Private Alfred Gordon, another Negro trooper who was in the party, but who did not participate in the fight, said to a Black Dispatch reporter that at least three of the waitresses stood just as he did and looked at the scuffle.

On the way to the station Boyd said the white M. P. told him, "You should realize you are in the South and that a colored man does not have the same right as a white man in the South."

The youths were all taken to dinner by Editor Roscoe Dunjee and given a square meal in the Lyons cafe.

"The last time I passed through here on the 11th of September last year I had to ride out of Oklahoma and all the way to East St. Louis, Illinois, before I could secure food," declared young Boyd, who is only 23 years old.

The youths displayed a United States Army Meal Ticket No. 611-038, and signed by W. E. Benning, transportation officer.

"I've got to do a lot of explaining now since I received this layover," declared Boyd, who stated that they could not get out of Oklahoma City until Monday night.

30 - 1942

Pittsburgh Courier  
Pittsburgh, Pa.

Montana

# FAR OFF MONTANA HAS 'JIM-CROW' PLACES, TOO

SEP 19 1942

BUTTE, Mont. Sept. 17—(ANP)—This city, one of this nation's most important mining centers, has never been over-populated with Aunt Hagar's children because it has never received much publicity in Negro publications and it lies far from the beaten paths. Moreover, whenever Butte—or any other spot in Montana for that matter—has been mentioned, it has been in connection with the frigidity of its climate—a feature most unattractive to the young colored lad planning to immigrate from Georgia or Texas to the north.

Except for the few railroad men comprising the dining car crews and porters on the Great Northern, Milwaukee, Union Pacific, and Northern Pacific Railroads, Butte has escaped the attention of pioneering Negroes. The total native Negro population is about 100.

Normally, such a small number of Negroes living in a northern community are free from most forms of prejudice because of their insignificance in the total population. But such is not the case in Butte. Although the Negro children may attend the same schools with their white playmates the fathers of these children may not hold the better paying jobs in the mines because they are barred from union membership.

PLACE FULL SEP 19 1942  
OF PREJUDICE

The golf courses are open to everyone; but the pool halls maintain a rigid color barrier. Some restaurants serve Negroes, but the majority do not. And the sight of a Negro strolling down a Butte, Montana, thoroughfare with a white person of the opposite sex could very easily precipitate a riot and a race—the whites rioting and the unfortunate Negro racing. Nevertheless, the famous picture, "In This Our Life," was shown at the Montana theatre without any of its lines being deleted.

30-1942

Amsterdam Star-News  
New York, N. Y.

NORTH CAROLINA

## Dixie City Makes Bus Drivers Policemen In Order to Enforce Jim Crow Regulations

MAY 23 1942

Chicago Defender

Chicago, Illinois

GREENVILLE, N. C. (ANP)—The city council at its last regular meeting gave police power to bus and trolley car operators to enforce new Jim Crow ordinance providing for the segregation of races on these vehicles.

The council passed the law, it was explained, after a recent episode when a colored high school student was fined \$50 for failure to move back in the car after he sat down beside a white youth who was seated well toward the back.

It was alleged that the colored student asked that his white seatmate be ordered to move forward and for this request he was arrested, after allegedly resisting the officer.

MAY 30 1942

(ANP) — The city council here last week gave police power to bus and trolley car operators to enforce new Jim Crow ordinance providing for the segregation of races on these vehicles.

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The new ordinance designates the three rear seats for Negroes, provides a \$100 fine or a 30-day jail term for Negroes failing to comply with the segregation order.

Afro-American  
Baltimore, Md.

N.C. Man Guilty of  
Violating J.C. Law

SEP 12 1942

SEP 12 1942

RALEIGH, N.C.—Charged with violation of State statutes regarding the segregation of colored and white passengers on public conveyances, Roosevelt Young of Durham was found guilty in City Court on Tuesday and ordered to pay the costs of court.

However, his attorneys, C. J. Gates of Durham and F. J. Carnegie of Raleigh, noted an appeal to Superior Court and an appeal bond of \$25 was set.

Testimony at the trial revealed that Young boarded a Carolina Coach Company bus at the Union Bus Station here and took a seat across the aisle from other colored passengers in the last two-passenger seat in the vehicle. The only other vacant seats in the bus were the five-passenger seat in the rear of the bus and the seat beside Young.

### Woman Entered Bus

When a white woman came in and sat on the five-passenger seat, Bus Driver William Stewart, white, asked Young to exchange seats with her. Young states that he was putting his ticket in his pocket at the time and apparently did not move fast enough to suit the driver.

Told that he would either have to move or get off the bus, Young testified that he went to the front of the bus with the driver and asked for a refund on his ticket.

He contended that Stewart twisted his arm behind his back to put him off the bus and later caught him in the back of the belt as they proceeded to the dispatcher's office.

### In Jail Three Days

Taken into custody by policemen, Young remained in jail from Friday afternoon until Monday afternoon and it was brought out during the trial that he was not boisterous, did not curse or say anything to the driver at the bus station.

SEP 12 1942

His attorneys cited the decision of the Supreme Court in the case of the State versus Ellen Harris in his defense.

## Soldier Gets Prison Sentence in Carolina

WILMINGTON, N.C.—Pvt. Sylvester Lee, soldier stationed at Camp Davis, was sentenced to from four to six years in the State Prison at Raleigh by Judge Leo Carr in Superior Court, Friday morning, after he had pleaded guilty to charges of breaking and entering.

A first degree burglary indictment, coupled with a charge of attempted criminal assault upon a white woman, had been returned against Lee by the grand jury earlier in the week, but the solicitor accepted the plea of guilty to the lesser crime.

Copy —  
Done

30-1942

Afro-American  
Baltimore, Md.

**Charlotte**

OCT 17 1942

**Bus Co. Sued**

OCT 17 1942

CHARLOTTE, N. C. — Miss Gladys Humphrey, through her attorney, J. S. Bowser who was acting for the local NAACP, filed suit in Superior Court for \$3,000 against the Duke Power Company as a result of having been allegedly kicked in the stomach by a white man on one of the company's buses on August 31.

This is the second suit filed against a local bus line within the past two weeks due to alleged mistreatment of colored passengers. Herbert McRae has also filed suit against the Queen City Bus Lines asking \$3,000 for having been ejected from a bus on that line recently and being forced to walk six miles.

Several other recent incidents, it is reported, have occurred on Duke Power Company buses since the alleged kicking of Miss Humphrey, increasing local tension, and passengers have reputedly adopted measures designed to protect themselves in the event of attack.

NORTH CAROLINA

30-1942

Chicago Defender  
Chicago, Illinois

**File Soldier  
Civil Rights  
Suit In Ohio**

~~AUG 29 1942~~

CINCINNATI, Ohio. — Almost simultaneous with the announcement by the Office of War Information for Attorney General Biddle his wife were ejected from a bus here August 5 when they refused to move to a back seat. The petition asks \$5,000 damages for wrongful ejection of a Negro soldier, Atty. Theodore M. Berry of Cincinnati filed a similar suit in the common pleas court of Hamilton County, Ohio.

The suit was filed on behalf of Sgt. Charles Salter of Nicholville, Ky. against the Southeastern Greyhound bus lines. The soldier and his wife were ejected from a Greyhound bus by the driver at the Cincinnati terminal on August 5. Attorneys in the case are Theodore M. Berry, who recently resigned a position with the

Sergeant Salter is a member of Office of Facts and Figures, and Company H, 368th Infantry, of the his law partner, William A. McClain, at Fort Huachuca, Ariz., and was on convalescent furlough.

The petition filed by Attorney Berry and his partner Atty. William A. McClain, seeks \$5,000 damages for wrongful ejection of an interstate passenger and \$500 for violation of the Ohio Civil Rights law.

Afro-American  
Baltimore, Md.

OHIO

**Soldier Sues**

~~AUG 29 1942~~

**Bus Line in**

**J.C. Case**

~~AUG 29 1942~~

CINCINNATI, Ohio.—Suit for \$5,500 was filed in the Common Pleas Court here last week against the Greyhound Bus Lines in behalf of Sergeant Charles Salter, who charges that he and his wife were ejected from a bus here August 5 when they refused to move to a back seat. The petition asks \$5,000 damages for wrongful ejection of an interstate passenger and \$500 for violation of the Ohio Civil Rights Law. ~~AUG 29 1942~~

**Has Former OFF Attorney**

Sergeant Salter, whose home in Nicholville, Ky., is attached to the 368th Infantry of the 93rd Division at Fort Huachuca, Ariz. At the time of the bus incident he was on convalescent furlough, having recently suffered an attack of yellow jaundice.

Cincinnati terminal on August 5. Attorneys in the case are Theodore M. Berry, who recently resigned a position with the

Sergeant Salter is a member of Office of Facts and Figures, and Company H, 368th Infantry, of the his law partner, William A. McClain, at Fort Huachuca, Ariz., and was on convalescent furlough.

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30-1942

Negro Labor News

Houston, Texas

## Jim Crow Wiped Out as Rock Island RR Obeys Mitchell Decision

The decision of the Interstate Commerce Commission saying that inter-state passengers were not to be segregated was followed to the letter in a trip on the Rock Island Railroad's Rocket, deluxe train operating between St. Louis and Houston, according to 21 delegates to the National Baptist Sunday School Convention held at Oklahoma City, Okla, recently.

These delegates returning to Texas say that there were more Negro passengers than there were seats for Negroes while most of the seats, in the white cars were not filled. The train conductor, seeing the colored passengers' predicament immediately asked white passengers to move to other seats in order that the colored people might sit down.

The white passengers had already moved to other seats in the meantime and in many instances moved over and permitted Negro passengers to sit in the seats beside them. Negroes also ate and drank in the club car. White and colored men and women shared the same rest rooms until they disembarked at Dallas, JUN. 20 1942

Returning to Houston, local delegates pointed out that this was in the spirit of the Interstate Commerce Commission's recent ruling in the famous Mitchell case. This decision said that inter-state passengers were not to be segregated but were to be permitted to ride in any seat available.

OKLAHOMA  
Black Dispatch  
Oklahoma City, Okla

## HUNGRY NEGRO SOLDIERS ARRIVE IN OKLAHOMA CITY TWENTY HOURS WITHOUT FOOD

Not Allowed In Dining Room Between Oklahoma City and Memphis; Food Returned To Kitchen When U. S. Meal Tickets Are Presented

### NEGRO CAFE OWNER OBJECTS TO PAYING TRIBUTE TO WHITE CAFE OWNER

The brutality and barbarity of Oklahoma Jim Crow and the venality of Dixie dollar making stalked into the open this week when Privates George L. Cyrus and Leroy Flippin, Anniston, Ala., arrived in Oklahoma Thursday over the Rock Island, having been without food for twenty hours.

On assignment to Company D, Quartermasters Department Regiment Fort Sill, the Negro youths left Anniston, Ala., Wednesday morning at 9:15. According to Private Cyrus they inquired of the conductor on the train about eating about 11 o'clock, having in their possession four U. S. Army meal tickets, which provides for eating on trains.

Bishop W. W. Mathews, Washington, D. C., was also on the train and when the boy, along with Bishop Mathews, who also is a Negro, appeared at the door of the dining car, they were told by the steward they would have to wait until the whites were through eating. They later went back and were fed.

"We just had time to change trains in Little Rock and when we got on the Rock Island for Oklahoma City we were ravenously hungry," declared Private Cyrus. The youths left Memphis, according to their statement, on the Streamline around 7 p. m.

"The four seats in the Jim Crow section were so crowded we had to stand up part of the way into Oklahoma City, and at one time I felt I would collapse from exhaustion," declared one of the youths in telling his story to a black Dis-

patch reporter. "When I asked the porter on the Rock Island last night about eating he said the waiter might be back around 10 o'clock, but when the waiter did not come, around 11:30 he told me the dining car was closed and we could not be fed. He said four women got off the train at Little Rock after seeing the crowded condition of the four-seated section and refusing to have the soldiers stand up, after learning of their plight while riding in the uniform of the U. S. Army.

As the train was arriving in Oklahoma City, Private Cyrus said he accosted one of the waiters up in the Jim Crow section and ordered two sandwiches and two cups of coffee.

"But when the waiter brought the food and I offered him the government meal ticket he told me he was instructed to honor government meal tickets only in the dining car. He took the sandwiches back. I had 15 cents and I paid for one cup of coffee out of this so that my buddy, who was really suffering, could brace up a little.

The youths were brought to the Black Dispatch office by Elmer D.

Deloisted and Adolphus Light, Oklahoma City residents. Editor Dunjee immediately sent the youths to the Lyons cafe and paid for their breakfast from his own pocket. The youths left later in the day for Fort Sill.

G. L. Scales, proprietor of the Scales cafe, 322 East Second St., when approached Thursday morning regarding feeding Negro soldiers, said he had tried to secure a contract to feed Negro soldiers, but that all of the contracts in Oklahoma City had been farmed out to whites.

"When the navy started recruiting Negroes several weeks ago I was approached by Victor Dunn, Negro, who said a white man who had the contract for feeding Negroes recruited for the navy, wanted him to see me and if I would give the white man a split the white man would let me feed them. I told Victor I felt if I was going to feed the Negro soldiers I should not have to split with anyone."

Scales said that when Lynard Matt, who operated the Congo cafe, 330 North Stiles, in 1941, was feeding soldiers, Matt told him he had to work through a white restauranteur on North Broadway in Oklahoma City, who had been given the contract to feed all the Negro soldiers. Matt has since gone out of business and could not be reached for a statement Thursday.

Three Negro soldiers being transferred from Fort Sill to the Cookson Hills cantonment, were assaulted in the Oklahoma City bus terminal a few days ago after the cafeteria officials at the terminal had agreed that the colored boys might eat. A white soldier in uniform struck one of the boys, shouting, "You coons must remember you are in the South."

30-1942

Chicago Defender  
Chicago, Illinois

## RR CONDUCTOR IS 'TAMED' BY EDITOR DUNJEE

MAR 7 1942

Oklahoma Publisher Sets  
Train Employee Aright  
With Mitchell Case

OKLAHOMA CITY—(ANP)

—While a passenger on the Rock Island "Rocket" last Friday, en route from Oklahoma City to Kansas City to attend a regional meeting of the National Negro Press association, Roscoe Dunjee, editor of the Black Dispatch, was threatened with arrest by Conductor Harry Martin of Chickasha, Okla., for refusing to take a seat in the rear of the coach in which he was riding.

Dunjee, who had boarded the train at Oklahoma City at one o'clock entered the coach which was almost filled. He discovered the seats in the rear and the ones in the extreme front were already occupied by white women. He proceeded to the fourth seat down the aisle, which was empty, and sat down.

The conductor, in checking the newsman's ticket, said nothing about seating arrangements until the Oklahoma City car was attached to the main line train coming up from Texas.

"You're colored, are you not?" asked Conductor Martin, just as the train was pulling out of El Reno, Okla.

MAR 7 1942

"Yes sir," said Dunjee.

"Well, will you please take that seat in the rear?"

"I'm very well pleased where I am," was the editor's reply, to which the trainman asked him if he knew what state he was in.

"I live in Oklahoma and am fully advised that this is the state of Oklahoma," was Dunjee's answer.

"But you are violating the law of this state," admonished the conductor.

"Yes, and you are violating my rights as an interstate passenger," Watkins said the editor, "as recently inter-

preted by the supreme court in the prominent social worker. Mitchell decision. In that decision the court held the state had nothing to do with seating arrangements such as you propose. I have just handed you a round trip ticket to Kansas City and return. If I were riding between points within the state, I would certainly get up and take the seat you have asked me to take, but as an interstate passenger, I am attempting to exercise rights within the precincts of the recent supreme court decision."

With this, Conductor Martin declared "I'll not discuss the matter any further. I'll just stop the train at Enid (Okla.) and have the police take charge of you."

However, upon reaching the outskirts of Enid, the conductor came in and sat down next to Dunjee and told him that he decided not to arrest the editor. "Perhaps you know more about this law than I do," said the trainman. "It's the first case I've had of this kind and I want to do the right thing."

Seeing the change of attitude, Dunjee offered to send the conductor a copy of the Mitchell decision and other material dealing with the rights of interstate passengers at his home address in Chickasha.

Chicago Bee  
Chicago, Illinois

## MAJ. WATKINS VICTOR IN SUIT AGAINST R. R.

MAY 31 1942  
Mitchell Ruling  
Decides Issue

The famous Mitchell ruling which sounded a death knell to Jim Crow in interstate travel, figured prominently in a favorable decision handed down in the Oklahoma federal district court a

recently. Major Raymond Watkins a \$500 judgment against the Santa Fe Railroad.

Judge Bower Broddus, who heard the case, found the railroad liable for refusing to sell Major

Watkins a berth for his wife, Mrs. Elizabeth Grant Watkins,

OKLAHOMA

Black Dispatch  
Oklahoma City, Okla.

## The Fruits of Jim Crow

MAY 31 1942

Monday's outbreak at the bus terminal, Oklahoma City, between a white soldier and Negro troopers, should not be blamed upon the youthful soldiers per se. The censure shall fall directly upon the positive unwillingness of those in authority to allow adult Negroes to have anything to do with the induction and transportation of Negroes in the armed services.

All through the Monday <sup>JUN 1 1942</sup> incident is threaded, in the conversation of the soldier police, and the superior officers admonition at the station, the information that prejudice exists in the south against Negroes, and that Negroes should not expect to get the same treatment, emolument and privilege down south as is accorded white soldiers. But no provision is made to smoothly implement the prejudice of white people. Innocent Negro soldiers are left to run afoul of the tyrannical whim and caprice of some white ruffian, while wearing the uniform of the United States army.

Do not lose sight of the fact that the most unfortunate expression of ruthless disregard of the black man's rights, was given expression Monday, when white MP's arrested innocent Negro youths without making any attempt to arrest and discipline the white soldier.

How much decency and civilization is there in a policy that will take Negro youths from their homes, place the uniform of the United States army upon their backs and then make them subject to brutal assault when they seek to secure something to eat in a regular and proper way.

Private James Boyd is only 23 years old, but anyone who talks to him will observe immediately he is an unusually intelligent boy. He was in charge of the other two youths, one 21 and the other 24. He has been in Oklahoma for more than a year and understands well the southern program of separation in public places. He showed much intelligence when he arrived in the Oklahoma City bus terminal in going first to the information desk to inquire where he should go to have his meal tickets honored. He states that he was told to go to the cafeteria cashier inside the bus station and that the cashier stated to him the tickets would be honored and definitely pointed out the booth he should enter. He says he even went far enough to tell the cashier he had two other companions, and conducted them to the booth.

As he enters the booth assigned to him by the cashier he is assaulted in a cowardly way from the rear by a white youth who also was wearing the uniform of the United States army and amid a volley of oaths advised:

"You coons ought to realize <sup>JUN 2 1942</sup> you are in the south." Recognition of the fact of prejudice should have caused the cashier in that bus terminal cafe to exercise a type of prudence which he did not observe. A proper procedure would have been to have left his desk and personally seen to the seating of three members of a race whom he knows have demoted citizenship status in this section of the United States. If there was to be difficulty in entering the cafeteria booth the white cashier should have policed the situation, and not have permitted the

creation of a scene that could have ended in something vastly more serious.

The Black Dispatch insists that the Negro troopers should have eaten in the cafe where they were directed to eat by the cafe attendant, but it is the white officials who should have stood guard over prejudice while the famished Negro soldiers ate, and when the disturbance did occur, it would have been a wise investment in law and order if the cafe management had at that late hour took charge of the situation and seen to it that the Negro soldiers completed the contract they had made with the government of the United States to feed soldiers while in transit.

As the matter now stands no Negro is safe who attempts to exercise the right he has within the precincts of the contract the Oklahoma City Bus Terminal Cafe has with the United States government to feed soldiers. As the matter stands now white soldiers have been given the "green light" to assault and batter Negro soldiers in the Oklahoma City bus terminal.

Let's go a step farther in the discussion of this disgraceful and uncivilized disregard for civil and military rights. Civilian depravity and viciousness is bad enough, but when the cancer of hypocrisy seeps into government itself, there is not much left of our social order. Why should an innocent Negro youth be forced to submit to attack and then have a lie told on him about the incident. The most horrible angle to the Monday assault develops when the arresting MP proceeds to tell his superior white officer that an innocent Negro youth had wilfully, and without advice and counsel violated social sanctions in the South. Before making a report why did not this white MP fully investigate the incident and accurately report the facts?

Now this whole matter could have been obviated if, as we said a moment ago, care had been taken to recognize the existence of race prejudice and proper and adequate supervision given to same. If the Negro soldiers are to eat in the bus station, they are certainly entitled to protection, and if they are not to eat there, there should be provided adequate attendants, stationed at all railway and bus terminals, to guide and direct Negro soldiers to such places as are provided for rest and food.

We have insisted and we still insist that Negro troops should be trained in the South as well as in the North, but that white people should be forced to respect the civil rights of Negro soldiers. No just white man will argue that the Negro soldier should not eat, and that he should not eat in the bus terminal. No just white man will argue that the Negro while eating such meal should not have physical safety. If the white soldier who visited violence upon the Negro soldier were placed in the guard-house for a month, there would never again be physical assault upon a Negro soldier in Oklahoma City by white soldiers.

There are in Oklahoma City three Negro cafes adequately prepared to feed all of the Negro soldiers passing through Oklahoma City. They are of course around a mile from the bus terminal, but even if they are two miles away it would be better to have Negro soldiers take time out, and at the expense of the government to walk or ride that distance rather than continue a vicious practice at the expense of the Negro morale.

"I thought I left home to use my strength and physical energy on the Japs and not on some white man's jaw in Oklahoma City," said Cloise Abbott, the youth who jolted the vicious white youth aloose from his companion.

In that one expression rests the core of the whole matter. Why should Negro troopers lose their strength, temper and morale having to fight white ruffians in the South? Why do we not save the Negro's patriotism and power with which to face foreign foes.

Black Dispatch

Oklahoma City, Okla.

## COMPLAINTS INCREASE ABOUT UNFAIRNESS IN BUS TRAVEL

SEP 12 1942

### Firms Are Urged To Avoid Trouble

SEP 12 1942

By ALBERT WHITE

A case of discrimination in seating accommodations on a Southern Trailways bus was reported here Tuesday by Fred D. Maxwell, a soldier stationed at Fort Sill, who formerly lived at Tucson, Arizona.

According to Maxwell this happened August 23 when he made a trip on a bus, from Lawton at 9:55 a.m.

He said there were three colored passengers on the bus at that time and all occupied the rear seats. SEP 12 1942

When the bus reached Grandfield, he said, two colored people got off and more whites got on. The driver asked him to move up front and promised him a seat.

He said the driver seated all the whites, found him a seat and told a new colored passenger at this point, he would have to stand or wait for another bus. He identified this passenger as Sam Lewis. SEP 12 1942

Maxwell said in making the trip to Wichita Falls he was deprived of his seat twice.

Many instances of discrimination of this kind by bus companies has come to the attention of the Black Dispatch.

It is found in some instances that results are obtained when colored people take the bus number and the driver's name where possible and report it to the bus company. SEP 12 1942

The Bowen Bus company at Houston, Texas which operates a Southwestern string has emphatically stated it will not tolerate bus drivers violating the law and hard feelings on the line. Several drivers have been fired by the company on complaints from Negroes.

Bus companies operated by intelligent white business men realize the principle of segregation

requires separate but equal accomodation and that where there are Negro passengers they are entitled to the rear seats.

The nation being at war, and transportation being acute, bus drivers are not helping the situation by such discriminatory actions. SEP 12 1942

Disturbances brought about by asking colored passengers to give up their jim-crow seats for whites can lead to violence and damage suits, thereby causing bus companies bad publicity among both whites and colored, as well as court troubles.

30-1942

Peoples Voice

New York, N. Y.

**Jimcro Rides**

## **Our Bus Lines**

Much publicity is given to the necessity of securing reservation in advance for travel today due to the urgent demand for transportation. According to several complaints coming to PV recently, Negro passengers are wondering if such precautions are intended for them and whether or not Brother Jimcro deserves first preference regardless.

The latest case of discrimination against Negro travelers reported concerned members of Mt. Carmel Baptist church choir making a trip from Philadelphia to NYC July 2 over the Queen City Bus line. Statements from three of the jmcro victims list the incident as follows.

"We secured reservation overnite and purchased tickets one hour before leaving time. White passengers purchased tickets 15 to 20 minutes before we departed. Altho there were unoccupied front seats all the way to NY, we were not allowed to take them. The driver picked up passengers on the way and advised them to "take any seat they wished" and they took the seats we had previously requested.

"When we spoke to the agent before leaving the bus station, 13 and Tilbert sts, about it, he remarked, 'Don't worry, you will all be together.' And we were all together at the back of the bus. Is this democracy?"

PENNSYLVANIA

30-1942

Journal and Guide  
Norfolk, Virginia

SOUTH CAROLINA

## Sitting Beside White Man

MAY 16 1942

## On Ga. Bus Proves Costly

GREENVILLE, S. C. (ANP)—John Wesley Jones, resident here, last week was ordered to pay a fine of \$20 or serve 30 days on charges of disorderly conduct and \$30 or 30 days on charges of resisting arrest because he sat beside a white man on the Augusta Street trolley recently when there were no more seats in the "colored section" of the car. In commenting on the case, Judge James M. Richardson, said:

"Somebody has been talking to you and you are getting ideas in your head, and when you get ideas trouble is bound to result."

"You can't fight back. The law requires segregation of the races, and whether it is a good law or not, it must be carried out."

Jones, charged with threatening the bus driver and using profane language when he was forcibly ejected from the bus by an officer off duty, denied both charges.

### Fined For Sitting Beside White Man On Jim Crow Bus

MAY 22 1942 11 A.M.

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COLUMBIA, S. C. (State)

June 20, 1942

### CROWDED BUSES.

These are times of stress and strain; nerves on keen edge and tempers sometimes short.

A slight affront, not even intended as such, may take on the proportions of a grievous insult and harsh words result. Men in all walks of life are carrying extra burdens these days, and hence the demand for even more consideration for our fellows.

In no phase of Columbia's life has the impact of war been more keenly felt than in that of transportation. The sharply increased population of the city, combined with gasoline and tire rationing, has thrown a heavy

burden on the buses which ply through all sections of Columbia.

Passengers generally have accepted conditions in fine spirit and have adjusted themselves to the situation with true American spirit.

Under regulations in Columbia and in many other cities, Negro passengers occupy rear seats and whites front. When there are vacant seats in the front of a bus, whites in the rear are supposed to move forward and occupy them, especially when Negro passengers are forced to stand because of lack of seats to the rear of white passengers.

In like manner, Negroes are supposed to move to rear seats when they are vacated by departing passengers, thus making room up front for whites.

It is a give and take proposition, and need cause no disgruntlement.

Buses are often crowded to the doors. There are not sufficient seats available for all.

But this situation, brought about by war, should be met with good nature and with quiet determination to make the best of it, and that without hurt to any one.

The Plaindealer  
Kansas City, Kan.

Black Dispatch  
Oklahoma City, Okla.

**JIM CROW LAW MEETS K. O. FROM  
KNOXVILLE NEGRO**

KNOXVILLE, Tenn.—(By O. E. Taylor for ANP)—Civil Cousins, 19, is free of a charge of disorderly conduct which grew out of his refusal to change seats Tuesday when ordered so to do by a transit line motorman. Two policemen, Rue Marie and Berry Craig, appeared as witness or prosecutors.

"There is no city ordinance dealing with the segregation of whites and Negroes on public transportation-vehicles here," said Judge Robert Williams of the municipal court. When the officers persisted on a conviction, the judge shouted, "Case dismissed. Take it to a state court."

Cousins admitted refusing to move but explained that he was already seated in the section usually occupied by colored people and that the arresting officers beat him up after removing him from the bus.

**NASHVILLE, Tenn.**—Following an argument over possession of a seat in a Nashville Coach Company bus, one white man and a Negro were lodged in city jail this week on charges of disorderly conduct.

They were listed as Curtis Dickerson, 25, of 1005 Gallatin Road, white, and Charles Bell, 17, of Madison. The two men struck several blows during the argument, police said.

Radio Patrolmen George Ballthroy and Thomas Edmondson, the arresting officers, said that Bell asked for the seat which Dickerson was occupying in the rear of the bus and told him of a vacant seat in the front of the coach.

**FEB 6 - 1942**

Officers said witnesses told them two other white persons sitting in the rear got up and took the vacant seat but Dickerson refused to move.

Following a heated discussion the two men became embroiled in a fist fight and police were summoned, the officers said.

30-1942

TENNESSEE

afro-American  
Baltimore, Maryland

~~3 Jailed After Fight  
with Whites on Bus~~

~~JAN 3 - 1942~~  
CHATTANOOGA, Tenn. — Three colored men were jailed on disorderly conduct charges here last week as a result of a fist fight involving thirty-five white passengers on a late outbound bus following an altercation as to where the trio was to stand in the crowded machine.

The men were severely beaten in the fracas, during which a window was shattered. Arresting officers were unable to "identify" any white persons involved, including one of the passengers, who, with his mackinaw torn, hat crushed and raw knuckles bleeding, declared "I don't know nothing about a fight."

A committee of seven citizens, including Dr. P. A. Stephens of the NAACP, issued a strong protest against the treatment given the three men though not condoning their actions. The committee contended that it was grossly unjust to jail the colored participants and allow guilty white persons to go free.

30-1942

New York Times  
New York, N. Y.  
**ACCUSES 4 ROADS  
ON NEGRO TRAVEL**

**FEB 7-1942**

Missourian Tells I. C. C. He  
Bought First-Class Ticket to  
Texas, Rode in Baggage Car

Special to THE NEW YORK TIMES.

WASHINGTON, Feb. 6—C. S. Stamps, a Kansas City Negro, filed a complaint with the Interstate Commerce Commission today against the trustees of the Chicago, Rock Island & Pacific Railway Company and against the Atchison, Topeka & Santa Fe Railway Company, the Burlington & Quincy Railroad Company and the Gulf, Colorado & Santa Fe Railway Company, charging discrimination in train accommodations. The complaint was a parallel in nearly all respects to that of Representative Mitchell of Chicago against the Rock Island Railroad last November in an appeal to the Supreme Court from the Interstate Commerce Commission's decision against Mr. Mitchell three years earlier.

The commission, after its original decision had been reversed by the Supreme Court, reconsidered it and ordered the Rock Island to cease and desist from the practice of providing to Negroes holding first-class tickets accommodations which were inferior to those for white passengers. Its order as worded, however, applied only to the specific complaint made by Representative Mitchell, which was against the accommodations furnished by the Rock Island to Negro passengers while traveling through Arkansas, the laws of which require the segregation of white and Negro travelers.

Today's complaint by Mr. Stamps concerns alleged discrimination against Negro passengers between Dallas and Houston in Texas.

Mr. Stamps alleges that he bought a first-class ticket in Kansas City for Houston, but that instead of being furnished first-class accommodation he was cared for in a car "used for baggage and cooking and carrying of freight and express."

**FEB 7-1942**

He accuses the roads cited of giving "undue and unreasonable

preference and advantage to certain white persons" and says they subjected him to "undue and unreasonable prejudice and disadvantage" in that while white passengers with identical tickets were transported in cars equipped with clean towels, wash bowls, upholstered seats, smoking rooms, lounging rooms, writing materials, reading matter, valet service and other appurtenances, he was compelled to ride in a car "possessing none of the aforementioned facilities, but being hot and without windows or ventilation and having express and freight and livestock and hot kitchens and dirty facilities and non-toilet facilities."

He alleges that it is the general practice of the defendant roads to furnish such unequal accommodation in similar circumstances and asks that they be required to cease such discrimination.

**FORCED TO RIDE  
IN BAGGAGE CAR,  
SAYS PASSENGER**

**FEB 14 1942**

WASHINGTON, D. C., Feb. 12.—Four railroads were charged in a complaint filed with the Interstate Commerce Commission last Friday, with race discrimination in train "undue and unreasonable preference and advantage to certain white persons" and says they subjected him to "undue and unreasonable prejudice and disadvantage" in that while white passengers with identical tickets were transported in cars equipped with clean towels, wash bowls, upholstered seats, smoking rooms, lounging rooms, writing materials, reading matter, valet service and other conveniences," he was compelled to ride in a car possessing none of these conveniences.

The complainant is C. S. Stamps of Kansas City. The railroads he accused are the Chicago, Rock Island & Pacific Railway, the Atchison, Topeka & Santa Fe Railway, the Burlington & Quincy Railroad Company and the Gulf, Colorado & Santa Fe Railway Company.

**HAD TO RIDE IN  
BAGGAGE CAR**

His complaint is in all respects similar to that of Representative Arthur W. Mitchell, of Chicago, except that it concerns alleged discrimination against colored travelers between Dallas and Houston, Texas.

Mr. Stamps alleges that he bought a first-class ticket in Kansas City for passage from that point to Houston, but that instead of being furnished first-class accommodations he was compelled to ride in a car "used for baggage and cooking and carrying of freight and express."

**WANT PRACTICES  
DISCONTINUED**

He accuses the roads of giving

TEXAS

New Republic  
New York, N. Y.  
War for Democracy

Beaumont, Texas, has just made the local Jim Crow situation very much worse. Any Negro caught riding in a public vehicle in the section reserved for whites can be fined \$100. Beaumont is now an important war industry center, and all public conveyances are heavily overtaxed. Since it is a well known fact that Negroes almost never violate Jim Crow regulations, while by race passengers

HOUSTON, Texas, Dec. 25.—Citizens of Houston are incensed over the prejudiced and discourteous treatment of citizens by Negro-hating bus drivers on lines frequented by race passengers.

According to reports, some of the passengers have received bodily harm at the hands of these vicious men who are alleged to be armed with guns, which they claim they are permitted by the company to carry, as protection against robberies and holdups.

Many women complained about indignities suffered while riding on the buses and cited one case where a driver of a particular public vehicle stopped the bus and chased a Negro woman down the street when she talked back to him after he insulted her.

The latest outrage occurred several days ago when another driver is alleged to have threatened to shoot a man because the man gave him some back talk, and went so far as to stop another driver on the route, from whom he obtained a gun and attempted to find the passenger near the stop where he alighted.

While riding on this bus passengers were annoyed and frightened by his threats directed at race men and women.

Militant citizens of Houston are planning to take proper action against the practice.

Pittsburgh Courier  
Pittsburgh, Pa.

**HOUSTON BUS DRIVERS  
ACCUSED OF BRUTALITY**

**DEC 26 1942**

HOUSTON, Texas, Dec. 25.—Citizens of Houston are incensed over the prejudiced and discourteous treatment of citizens by Negro-hating bus drivers on lines frequented by race passengers.

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# Negroes Subject To \$200 Fine

## If They Forget Where To Sit

BY JOHN W. McCAFFEY

GALVESTON, Tex.—(SNS)—

The "Jim Crow" City Party commissioners passed an Ordinance, "amending an Ordinance," dealing with seating arrangements on buses patronized by white and colored patrons.

You were told that the ordinance ~~amended~~ sections 1 and 4, of an ordinance requiring separate seating accommodations and places for white and Negro passengers on motor buses operated in the City of Galveston and prescribing penalties for its violation (adopted Sept. 5, 1940).

What ordinance the commissioners "amended," nobody knows except the commission and the Bus Company, maybe. All the commission had to say, and they put it in the daily paper, was what we quoted above.

What or how did ~~the~~ amended ordinance read? What was wrong with it in the form in which it was written ~~in~~ the Fall of 1940? Couldn't the framers of that Jim Crow document see two years in the future when they were writing it? If "sections 1 and 4" needed amending, what about "sections 2 and 3"? Why not tell us about all the "sections"; maybe each has a definite fearing on the other. Since the Ordinance is aimed at Negroes, why not acquaint us with the entire Ordinance?

Who asked for something to be done about "1 and 4"? WHY was the constitution of the United States consulted when the two sections in question was amended the other day? Is it the desire of the Bus Company or the administration, or both, to have Negroes stop riding the buses in Galveston?

What was and is behind these changes? Why not come out in the open and tell what happened? Who got mad etc., etc.

Is the Ordinance aimed at colored soldiers, colored citizens, or both?

\$200 FINE ~~1942~~

~~Aug 2 1942~~ are told (colored people) to go to the back of the bus and fill up in the neighborhood of the two

seats facing the aisle—if you are ward, there are several conditions sitting on the seats facing aisle—under which you must move, if asked by the operator. White and colored ~~must not~~ occupy the same seat. The penalty is a fine not to exceed \$200. The ordinance fails to say just who will be fined if members of different races occupy the same seat. You don't know just what to do under "certain conditions" on buses where a majority of the passengers are colored or, white. You aren't told what to do if you board a bus on which all seats, even that "hell-fired" long sat over the rear wheels, are occupied by riders not Negro—Who is to get up and stand up? The "ORDINANCE" does not say, or does it?

The white passengers, according to the ~~Aug 2 1942~~ ordinance, are supposed to fill up the bus from the front end. The colored passengers are supposed to fill up the bus from the rear end, isn't there an outside chance that somebody may get mixed up on "who," is justly entitled to fill up the "middle" of the bus? SELAH!

~~Aug 2 1942~~

30-1942

Chicago Defender  
Chicago, Illinois

# JIM CROW SUFFERS IN PORTSMOUTH

FEB 7 1942

Many Defense Workers  
Make Segregation On  
Busses Difficult

By LEE F. RODGERS

PORTSMOUTH, Va.

With the transportation system of this city taxed to the utmost by defense workers going to and from their jobs, the old and out-moded Jim Crow law is not working smoothly. The segregation of the two races, a traditional pet scheme of southerners, is receiving jolt after jolt as public buses, inadequate in number and size, daily pack in white and Negro passengers on practically every transportation line in the city.

Race passengers and white passengers are being jammed in like proverbial sardines, and tempers flare up as the situation naturally makes a joke of segregation. A case of "race jitters" has resulted, and a number of incidents, more or less serious in extent, have been reported, two or three of them reacquiring the attention of the police.

More serious disorders are feared, and peace-loving government employees among both races dread being mixed up in a race clash, no matter how minor. Many Race workers are arranging to get to and from their jobs by other means than the public utility system. But there are many others who board the buses "ready" for trouble. Street cars were eliminated in Portsmouth several years ago.

Bus drivers, all white, are accused by many of being discourteous to Negro passengers, both men and women, on a number of occasions, thus setting the stage for words and violence. Race men and women are not absolved of blame, however, for they too are accused of being victims of the jitters.

But it is the curse of segregation that is the root of the trouble, it is generally observed. White passen-

gers strongly resent colored passengers sitting beside them in many instances, notably on seats that face forward.

One incident recently took on serious proportions when a bus stopped right in the thick of a Negro business district and took on Negro passengers. A white rider objected to a Negro sitting beside him, and a fight ensued in which a dozen or more persons engaged.

Other minor instances of violence have been reported, and the attention of the transportation officials has been called to the explosive situation. Two or three persons have already been fined for disorderly conduct.

Meanwhile, the jamming and overcrowding continues, with passengers hoping that nothing will happen, but with many of them "ready" for any flare-up.

Journal and Guide  
Norfolk, Virginia

## Council Studies Important Resolutions

PORTSMOUTH—Leading citizens are urging a relaxation of the ancient segregation law on the crowded public buses of this vital center of war production as a means of curbing the race friction which has become a serious matter in recent months.

The special organization committee of the Portsmouth Council for Racial Amity is currently studying two sets of resolutions which call for, among other things, an ease-up on the segregation law.

### SILLY AND COSTLY

The move to put a curb on the appeasement of "Mr. Jim Crow" has the support of a number of representative white citizens.

One prominent white man referred to the segregation law, as enforced on the public buses here as being "silly and costly," adding that it "certainly is achieving no good purpose in America's life-or-death struggle with the Axis."

Citizens of both races freely admit that enforcement of the "Jim-Crow" law is nearly impossible in these times when all available transportation facilities are taxed to the utmost to carry the ever increasing crowds.

### SEEKING AMITY

Tackling the job of solving the have human understanding, good mouth Council for Racial Amity is judgement and tact.

## VIRGINIA

Chicago Defender  
Chicago, Illinois

# Jail White Man For Riding In Jim Crow Seat On Bus

ALEXANDRIA, Va. — A white man of this city was

hit last week by the Jim Crow law! He entered a compartment of an omnibus reserved "exclusively" for Negroes, thereby violating the statutory law which bars mixed public accommodations for the races.

The man, Louis B. Birk, immediately entered a plea of guilty when arraigned in city court and was fined \$10 and costs. He paid the toll and left Judge James B. Duncan's chambers to "contaminate" himself further.

The driver of the bus, one Marshall Frinks, prevailed upon the passenger not to board the bus on the rear platform and sit among the Negroes. Birk persisted, however, and Frinks swore out a warrant for his arrest.

Virginia law requires colored persons to take seats from the rear of public conveyances, and white persons to take seats from the front.

But Birk, true to the American tradition, was a rugged individualist and refused to be told what to do. Jim Crow law or no Jim Crow law. On the other hand, he'll probably agree that it's better to let the "unreconstructed Rebels" rent their viciousness — anyway, he'll agree it's more economical.

Portsmouth Council for Racial Amity is expected to make recommendations of far-reaching importance.

This group will hold its organization meeting on Tuesday evening, August 4, at which time the first phase of the program for practical "amity" will begin.

The organization committee is expected to make some recommendations on the two sets of resolutions, which were submitted in the initial meeting of the group by Dr. Charles E. Stewart, pastor of Emmanuel AME Church, and T. H. Reid, attorney.

### RESOLUTIONS

Outstanding resolutions or "points for consideration" as presented by Attorney Reid follow:

(1) Employ bus drivers who

Officials of the traction company should lecture to drivers on the handling of its passengers and not to use force until absolutely necessary.

(3) Placards should be posted on buses reminding passengers to treat each other with courtesy and good will.

(4) When a condition requires an arrest, all parties to the same should be placed under arrest and tried, and not just one particular race or group.

(5) Relax enforcement of the Jim Crow law.

(6) All buses must take complete routes, according to schedule.

### SPIRIT OF LAW

(7) The bus officials should instruct the drivers of all buses that in the enforcement of the segregation law, the spirit of the law as well as the letter of the law should be considered and applied; and not put a strict interpretation on the letter of the law, which is the direct cause of all these unfortunate cases coming into courts, causing friction between the races.

The concluding paragraph of Atty. Reid's petition states:

"Since it is well known to all of us that the direct causes of all the trouble in this city, state and nation between the races are the cruel and inhuman acts of the lawless elements of both white and colored races, the better element of both races should at all times work together and publish proceedings of such meetings, so that the masses can learn of the effort being made toward racial goodwill and unity for the development of a greater America."

# Dixie Judge Favors Soldiers Over Jimcro in Norfolk Case

NOV 7 1942

NOV 7 1942

Extra

NORFOLK—A fair-minded southern judge scored one for the cause of democracy here last week when he told a local bus driver that two Negro soldiers should have been given preference of seats over white civilians and then dismissed charges of disorderly conduct against the two boys without even asking for further testimony.

Last Tuesday night, Sgt. Ravella Smith and Pvt. Louis Bronson of Fort Eustis, boarded a bus at the local bus terminal. Entering the vehicle at the same time were two white soldiers and a civilian. Ravella, a cook at the Fort, and Bronson took the rear seat in accordance with the Jimcro transportation laws of the state. It wasn't long, however, before the bus filled up. The driver, who had apparently never heard about Pearl Harbor and a war for democracy, told the two Negro boys they'd have to give up their Jimcro seats to white passengers. The soldiers refused, informing him the bus was the last one they could take if they expected to get back to camp before their leaves expired. Ravella further explained that he was a cook and had to be back to the Fort to prepare breakfast for hundreds of men.

NOV 7 1942

Baltimore, Maryland  
**Minister's Wife  
Fined \$5 in Bus  
Tiff over Seating**

#### White Soldier Aids

One of the white soldiers told the boys to sit right where they were and not to budge, come hell or high water, because it was their right as servicemen. The driver called the station dispatcher, who didn't have any more luck than the driver. So the dispatcher put in a police call. The guardians of the law turned out in full riot squad.

After clearing the bus, the head stooge of the g.o.l. ordered the bus cleared of passengers, and the other officers grabbed Smith, handcuffed his hands behind him, and beat him unmercifully. A doctor's affidavit verified the evidence of the beating the following morning.

Jailed and charged with disorderly conduct, the two soldiers asked police to contact authorities at Fort Eustis and tell them they were being held. This, only after they were denied permission to make the call themselves.

#### Common Sense Rules

The next morning, at the trial before the judge who was not only up on Pearl Harbor but also on a few points of common sense, the bus driver was asked where he expected the soldiers to move, since they had already been on the last seat.

NOV 7 1942  
"Off!" answered the driver. The judge came right back with the per-

RICHMOND—Mrs. Lillie Lewis, wife of the Rev. A. A. Lewis of Elizabeth, N.J., was fined \$5 and costs on a charge of being disorderly on a bus, and was given a suspended sentence on a charge of resisting arrest in police court here on Thursday.

Her arrest occurred here two weeks ago in a conflict over her right to a seat on a bus. She maintained that she was told to give up her seat in the rear of the bus to a white man.

During the arrest she was cleared of passengers, and she was sent to jail while her 10-year-old son was placed in the juvenile detention home for care.

DEC 26 1942  
Mrs. Lewis entered a plea of guilty in police court. She had been released from jail when Mrs. Mary Harris, social worker, arranged for bail.

DEC 26 1942

NOV 7 1942